Gazette of the United States, AND Philadelphia Daily Advertiser.

By JOHN FENNO, N°. 119 Cheſnut Street.

NUMBER 1484] PHILADELPHIA: SATURDAY EVENING, JUNE 10, 1797. [VOLUME XI.

For St. Thomas,

THE SHIP

Ann and Mary,

Captain BILLIS;

WILL ſail in ten days. For freight or paſſage apply to

F, COPPINGER.

No. 221, South Front ſtreet.

June 9. d10t

For Sale,

The Brig

ACTIVE,

On the 20th inſt. at the Coffee-Houſe, at 7 o'clock, P. M, as ſhe came from ſea: ſhe is known to be a faſt ſailer. Any particular information may be had on application to Capt. Bingham on board ſaid brig, at Meſſ Jeſſe and Robert Waln's Wharf, to John Plankinhorn, or Thomas Stewart. Inventory to be ſeen and terms of payment to be made known at the time of ſale.

June 8. tf

For London,

THE SHIP

WILLIAM PENN,

James Josiah, Maſter.

WILL ſail with all convenient ſpeed. For freight or paſſage apply to

Jeſſe & Robert Waln.

May 19 §

For Sale,

The cargo of the brig Enterprize, Captain Langdon from Bourdeaux, now landing at Morton's wharf,

CONSITING OF

524 hhds. of Claret
217 caſes of ditto
100 caſes of Sweet Oil
110 pipes London proof } BRANDY.
10 pipes of Holland proof } BRANDY.
(Entitled to drawback.)

Apply to

Wharton & Lewis,

No. 115, South Front St.

Said Brig,

WILL take a FREIGHT for the Weſt-Indies or Europe, fails faſt, burthen about fifteen hundred barrels, is in complete order, and will be ready to receive a cargo in a few days

Apply as above.

May 24 §

For Sale or Charter,

THE SHIP

WARREN,

Benjamin Church, Maſter.

OF about 280 tons burthen. Enquire of

Jeſſe & Robert Waln-

May 26 §

For Hamburgh,

THE SHIP

AERIAL,

John Tarris, maſter.

A GREAT part of her cargo is engaged, and ſhe will ſail in ten days. For freight or paſſage apply to capt. Tarris, at Willings & Francis' wharf, or to *GURNEY & SMITH.*

May 25 §

For Freight or Charter,

To any part of Europe,

The Swediſh Ship

Alexander Magnus,

Capt. CARL G. EHSMAN,

ABOUT 350 tons burthen, in this port; and alſo the Daniſh Ship FREDERICK JULIUS KAUS, of 450 tons, now lying in Hampton Roads.

Apply to JOHN VAUGHAN.

May 26. tuthſ6t

For Freight or Charter,

THE

Brig Fame,

FRANCIS KNOX, Maſter:

A ſtrong, excellent veſſel, has been juſt ſheathed and ready to receive a cargo. She will carry 2,000 barrels, has good accommodations fo paſſengers.

Apply to

Capt. Knox, or to
Kearny Wharton.

June 6. 6p

Houſhold Furniture.

NOW ſelling by private ſale, No. 17 Dock-ſtreet—conſiſting of chairs, tables, looking-glaſſes, bureaus, hand and fire irons, bedſteads, feather-beds, carpets, bedding, window curtains, bed and table linen, kitchen furniture, &c. The whole in good order, and has only been a few months in uſe.

The ſale to continue daily 'till the whole is ſold.

June 2 §

This Day is Publiſhed,

And ſold by H. & I. KAMMERER, *jun. No. 24, North Third-ſtreet, alſo, by Mr.* HENRY SWEITZER, *No. 85, Race-ſtreet,*

(Price half a Dollar neatly bound)

The Man of real Senſibility;

Or, *The* HISTORY OF SIR G. ELLISON.

Founded on Fact.

☞ The elegant Edition of the *Elements of Morality*, in two vols. illuſtrated with twenty copper-plates, may alſo be had as above, price, full bound and gilt, two dollars and fifty cents.

H & I. K. junrs. have on hand a quanty of No. 1 and 2 Writing Paper.

June 8. eo3p

HAY.

A Quantity of excellent Old and New Hay to be had at Peel Hall Farm on the Wiſſahickon Road, about 2 miles from the City.

Alſo, A QUANTITY OF BUILDING STONE.

June 8 §6t

WINDOW GLASS,

Of Superior Quality, and cheaper than any other in the City—

OF VARIOUS SIZES,

From 8 by 6 to 19 by 14,

By the ſingle Box or Quantity, may be had at the Store of the Subſcribers, corner of Arch and Front-ſtreet.

James C. & Samuel W. Fiſher.

Philadelphia, June 9, 1797. §1w mwſtf

A Quantity of Brandy,

FIRST & 2d proof,
Gin, of 4th proof, in pipes
Jamaica Spirits, 4th proof, in Hhds
Old Hock, in caſes of 40 dozen each
Glaſs Tumblers, in pints and half-pints
Window Glaſs, in boxes, of different ſizes
Hazlenuts, in facks
Whiting } in hhds
Copperas } in hhds
White Lead } in hhds
& Spaniſh Brown } in hhds

For Sale by

PETER BLIGHT.

January 4 §.

Roſs & Simſon,

Have for Sale,

A QUANTITY OF PRIME

St. Domingo Cotton,

Superior Old Liſbon Wine in Pipes
Excellent India Market

Teneriffe Wine,

In Madeira Caſks
A few Quarter Cheſts beſt
Freſh Hyſon and } TEAS
Hyſon Skin } TEAS
Muſcovado Sugars in Hogſheads, and Coffee in Tierces

March 7. ||tf

To be Sold at Public Vendue,

At the Merchants' Coffee houſe, in Philadelphia, on the 15th day of June, at 8 o'clock in the evening, if not before diſpoſed of at private ſale,

40,931 1-2 acres of land, on the waters of Wheeling and Fiſhing creeks, in Waſhington county, Pennſylvania. The ſoil is remarkably fertile; and beſides a large body of meadow, there are conſiderable improvements on the premiſes. Theſe lands were patented in 1787. On payment of part of the purchaſe money, a reaſonable credit will be given for the reſidue. Enquire of the printer.

May 15. §tS

Richard Bayley & Co.

Late JOHN WHITESIDES & Co.

No. 136 Market-ſtreet,

HAVE received per the ſhips William Penn and Star from London, a large and faſhionable aſſortment of the following articles: viz.

Chintzes, and printed Cottons, of the neweſt patterns
Furniture Dimities and Chintzes
Ginghams, plain and figured,
Muſlins, printed and embroider'd
Do. tambour'd, plain, check and ſtrip'd
Do tamboured, of a very ſuperior quality
Fine Book, Jaconet and Decca Handkerchiefs
Dimities and muſlinets
Damaſk table-linen, in ſetts and in the piece
Diaper ditto in Cloths and in ditto
Holland and Ruſſia Sheetings
Loop'd Hollands and Iriſh Linens
Long Lawns and Cambrics
Sattins and Silks, plain and figured
Ribbons and Gloves
Crapes and Gauzes
Straw, Chip, and Paper Hats and Bonnets, new ſhapes
Fancy trimmings, &c.

With a variety of articles in the Linen-Drapery and Haberdaſhery line.

May 22 §20t

Printed Calicoes.

JOHN MILLER, Jun. & Co.

No. 8 Cheſnut-Street,

Have for Sale

FIFTY TRUNKS neatly aſſorted, very low on ſhort credit.

March 6. §

Pennſylvania Population Company.

NOTICE is hereby given to the Share Holders, that a further aſſeſſment of NINE DOLLARS is levied on each ſhare, payable as follows, viz.

Six Dollars immediately, and
Three Dollars on the 1ſt of July next.

Which they are requeſted to pay to the Treaſurer of the Company, at the Company's Office, No. 53, North Fourth-ſtreet, agreeably to the times above mentioned; and they are further informed, that on their neglecting to pa the ſame as above directed, the ſevera lforfeitures will be exacted.

By order of the Board,

SOL. MARACHE, Treaſurer.

May 27. d30t

Juſt Arrived,

In the ſchooner Dove, Captain Paul, from St Thomas, and for ſale by the ſubſcriber.

Muſcovado Sugar in hhds. tierces and barrels.
St. Croix Rum in hhds.
And Laguira hides.

ALSO ON HAND,

Imperial, Hyſon, and Hyſon Skin Teas.
Yellow Nankeens.
Canton Cloth.
Luteſtrings.
Silk Hankerchiefs.
Sewing Silk.
Cotton in bales.
Peruvian Bark.
Sherry and Malaga Wines.
Holland Gin in pipes.
Do. Cheeſe.
Do. Glaſs ware.
China Ware.
Window Blinds.
Rheubarb.
Quickſilver, &c.

JOSEPH SIMS.

May 22d. d14t.

Grattan and Comp.

REſpectfully inform their friends, that they have imported from London per the ſhip Star, a large aſſortment of

PERFUMERY,

Which is now opened for ſale at their Houſe, No. 192 Market-ſtreet.

Alſo, a new aſſortment of ready-made gentlemen's linen, ſhirts from 2 dollars each to 8 dollars, &c. &c. &c.

Ladies and gentlemen are accommodated with board and lodging at ten Dollars each.

Thoſe Gentlemen who have their own private lodgings, may be accommodated with dinner only, by the week or month.

June 5 6t

The Subſcriber,

Determined to retire from buſineſs, invites all who have any note, bill, bond or acceptance of his, now due, to call for payment; and thoſe who wiſh to anticipate may receive the money at a reaſonable diſcount.

JAMES SWAN.

May 22. d2w.

Dorcheſter, near Boſton, 16th May 1797.

NOTICE.

THE co-partnerſhip of William Young, John Mills, and John Mills, jun. Bookſellers and Stationers, under the firm of W, Young, Mills and Son, is this day diſſolved by mutual conſent. All perſons indebted to the copartnerſhip are requeſted to make payment to William Young, and thoſe having demands are deſired to produce their accounts for ſettlement.

William Young,
John Mills,
John Mills, jun.

Philadelphia, June 6th, 1797.

W. YOUNG

Continues the bookſelling and ſtationary buſineſs at the uſual place, wholeſale and retail, where he has now a very large aſſortment of

Writing and Printing Papers and Books,

Of which catalogues with the prices affixed are delivered gratis.

Wanted,

A perſon well qualified in the bookſelling and ſtationary buſineſs. Applications will be received till the firſt July next, at No. 52, ſouth Second-ſtreet, corner of Cheſnut-ſtreet.

June 6. d7p

The ſubſcribers, have for ſale, the following Goods, viz:

OLD Madeira Wine, in pipes.
Port do. in pipes, hogſheads & qr. caſks.
Malaga do. in hogſheads and qr. caſks.
Sherry do. in quarter caſks.
Claret do. of excellent quality, in bottles.
Ruſſia Duck.
Do. Diaper and Huckaback.
Coarſe Toweling.
Iſing Glaſs, firſt ſort.
Ruſſia white Soap, cut in ſmall bars.
Mould Candles, in boxes of 60lb weight.
London Porter, in bottles.
100 barrels of good beef.
A wrought-iron Book Caſe.

PHILIPS, CRAMOND & Co.

Philadelphia, 2d June, 1797. d.

Juſt Received,

From Batavia (via Providence)

170 Sacks of Java Coffee of firſt quality
200 half ſacks do. do.
A few Boxes of Spices, conſiſting of Nutmegs, Cloves and mace

For ſale by

WILLINGS & FRANCIS,

Penn-ſtreet.

May 30 dtf

Pennſylvania Population Company.

NOTICE is hereby given to the Shareholders, that a further aſſeſſment of fifteen dollars is levied on each ſhare, payable in the following inſtalments—viz.

One quarter immediately.
One quarter on the 1ſt of June.
One quarter ou the 1ſt September.
One quarter on the 1ſt Dec. next.

Which they are requeſted to pay to the Treaſurer of the Company at the Company's Office, No. 53 north Fourth ſtreet, agreeably to the times above mentioned; and they are further informed that on their neglectiag to pay the ſame as above directed, the ſeveral forfeitures directed by the Conſtitution, willl be exacted.

By order of the Board,

SOL. MARACHE,
Treaſurer.

May 15 §1m

To be Sold,

A large and convenient

Three Story Brick Houſe;

SITUATE at the north-eaſt corner of Arch and Fourth-ſtreets. It contains eighteen rooms—and is in every reſpect well finiſhed. For particulars enquire of

M. Keppele,

No. 138, Cheſnut-ſtreet.

May 31. §

Erſkine's View of the War.

JUST PUBLISHED,

By ROBERT CAMPBELL & Co.

No. 40 South Second ſtreet,

[Price 31 Cents]

A View of the Cauſes and Conſequences of the preſent War with France.

By the Honorable THOMAS ERSKINE.

May 15 §

Maurice Moynihan,

No. 81, North Second-ſtreet,

A few doors above Arch-ſtreet,

INFORMS his friends and the public, that he has for wholeſale or retail, on the loweſt terms, a general aſſortment of Queen's Ware, gilt and cut tumblers, plain and flowered quart, pint, half pint gill and half gill do. exact meaſures, decanters and wine glaſſes; gallon, half gallon, quart and pint bowls, and china in ſets and ſeparate; pocket bottles: Schuyikill and Jerſey country quart and half gallon bottles; Dry Goods, &c. &c.

N. B. Crates put up with care at the ſhorteſt notice.

May 11. dtf

JOHN CRAIG

HAS juſt imported from Rotterdam, via St. Thomas, and for ſale on reaſonable terms by the package

Platillas Royal
Haerlem and German linens
Rouens
Poſt and Pro Patria Paper
Wafers
Quills
Oziers for Hoops, in Bundles
Coffee Bags

He has alſo for Sale,

Beſt Red Clover Seed

Old Madeira Wine, fit for immediate uſe
Teneriffe Wine of firſt and ſecond Quality
Coffee in Bags and Hogſheads
Jamaica Spirits
Connecticut Turpentine Soap
Window Glaſs
Two Trunks of beſt Patent, Silk and Cotton Hoſiery

April 18. 4aw

WANTED,

ABOUT 200 tons of freight, for any port in Spain, or the Mediterranean in a neutral bottom. Enquire of JAMES YARD

June 7. 7t

NOW LANDING,

From on board of the ſhip GEORGE BARCLAY, Capt. CHARLES M'ALESTER, from Calcutta, the following GOODS, viz.

Coſſas
Hummums
Guzzenahs
Emerties
Mamoodies
Sahans
Tickeries
Jollas
Carridarries
Maragunges
Baftas, various ſorts
Sattin Romals
Punjum Cloths
Gurrahs
India Calicoes
Cotton Checks
Mulmuls
Red and Blue Eernagou hkfs
Patna do.
Santipore do.
Plain, ſtriped and flowered fine muſlins
Ginghams
Taffeties
Bandanno red hks.

ALSO,

300 Caſks Sugar
40 Boxes do.
165 Bags do.
70,000 lb. weight heavy black Pepper
40,000 lb. weight Ginger
20 Tons Hemp in Bales
9 Pipes Eaſt-India Spirits

For ſale by PHILIPS, CRAMOND & Co.

May 4. dtf

THIS DAY IS PUBLISHED,

(Neatly bound and lettered, price 2 dols. 25 cts.)

By G. DECOMBAZ,

BOOKSELLER & STATIONER,

No, 48, North Third Street,

The Adventures of Telemachus.

French and Engliſh, 2 vols. 12mo.

AMONG the books which daily fall into the hands of the youth of both ſexes, none have a higher claim to their attention than Telemachus. The moſt intereſting leſſons are here conveyed in the vehicle of an intereſting Poem. replete with the fineſt touches of the true pathetic, and embelliſhed with all the graces of a beautiful ſtyle. The fatal effects of indulging the paſſions are exemplified in the moſt ſtriking manner; and the happineſs attending innocence and virtue painted in the livelieſt colours. Whatever can incite to virtue or deter from vice; whatever can enlighten the underſtanding, charm the imagination, and improve the heart, is to be found in this intereſting work.

THE NAVAL GAZETTEER;

Being a complete Geographical Dictionary, containing a full and accurate account, alphabetically arranged, of all the countries and iſlands in the known world; ſhowing their latitude, ſoundings, and ſtations for anchorage; with a particular deſcription of the ſeveral Bays, Capes, Channels, Coves, Creeks, Currents, Gulfs, Harbours, Havens, Lakes, Oceans, Races, Rivers, Roads, Rocks, Sands, Shoals, Sounds, Straits, Tides, Variation of the Compaſs &c. Together with a particular relation of the ſhape and appearance at ſea, of the ſeveral Headlands, Iſthmuſes, Peninſulas, Points, Promontories, and whatever is of uſe or importance to the Maſter, Pilot, Commander, or Seaman of any ſhip or veſſel, in navigating the watery element.

Alſo Comprehending

Ample Directions for ſailing into or out of the different Ports, Straits, and Harbours of the four quarters of the world; and for avoiding dangers on the various and extended coaſts; in which more than twelve thouſand diſtinct names of places, are treated of and explained. With a correct ſet of Charts, 2 vols. 8vo. price 6 dols.

By the Rev. JOHN MALHAM,

☞ This has been pronounced the moſt uſeful and the cheapeſt book publiſhed in America.

June 9. dtf.

COLUMBIA HOUSE

Boarding School for young Ladies.

MRS. GROOMBRIDGE with much pleaſure and reſpect, returns her ſincere acknowledgement for the liberal encouragement ſhe has received during four years reſidence in Philadelphia; and aſſures her friends and the public, ſo far from intending to decline her ſchool, ſhe has made a ſuperior arrangement for the more convenient accommodation of her ſcholars.—Every branch of uſeful and polite education is particularly attended to by Mrs. Groombridge and maſters excelling in their reſpective profeſſions.

Corner of Spruce and Eleventh Streets.

June 5th, 1797. §1mſtf

The ſituation is perfectly healthy; and made more agreeable by an extenſive garden and lot of ground adjoining the houſe.

For Sale,

ON board the ſhip MOLLY, John Froſt, maſter from Liverpool, laying at Walnut-ſtreet wharf

6000 buſhels of fine ſtoved Salt,

And QUEEN'S WARE, well aſſorted,

By PHILIP NICKLIN & Co.

WHO HAVE IN STORE, ALSO FOR SALE,

100 Boxes White Havanna Sugars
Imperial and } TEAS
Hyſon } TEAS
17 tubs Quickſilver
2 cheſts Bandanno Handkerchiefs

A few cheſts Mancheſter Goods well aſſorted in corduroys, thickſets, ginghams, muſlinets, dimities, &c. 2 Trunks black ſewing ſilk,

180 Crates queens ware, well aſſorted,
10 Tons ſheet lead,
Nails aſſorted, flat and ſharp points,
London particular and } Madeira Wine in pipes and hhds.
India market } Madeira Wine in pipes and hhds.
30 pipes, 10 hhds. Teneriffe Wine,
10 pipes choice Port ditto,
31 caſks yellow paint,
7 boxes 12 bundles writing ſlates,
1 box ink-ſtands & note preſſes,
Sail canvas aſſorted No. 1 à 8.

May 4. dtf

Millinery Room,

No. 136 Market-ſtreet.

MISS CHRYSTAL

TAKES an early opportunity of acquainting her Friends that ſhe has received by the WILLIAM PENN, a variety of NEW MILLINERY, &c. which ſhe hopes to be able to ſhew them in a few days.

May 18 §30t

A FEW BOXES OF

Bologna Sauſages,

OF A SUPERIOR QUALITY,

To be ſold at No. 199 South Front-ſtreet.

April 20, eotf

The Commiſſioners

FOR carrying into effect the TWENTY-FIRST Article of the Treaty of Friendſhip, Limits, and Navigation, between His Catholic Majeſty and the United States of America, hereby give information to all Perſons therein concerned,—That, in order to terminate all differences, on account of the loſſes ſuſtained by the Citizens of the United States, in conſequence of their Veſſels and Cargoes having been taken by the Subjects of His Catholic Majeſty, during the late War between Spain and France, that they are ready to receive (at their Office, between the hours of ten and one o'clock, daily) all complaints and applications, authorized by the ſaid Article, during EIGHTEEN MONTHS, from the day of the date hereof, and that they have power to examine all ſuch perſons as come before them, on oath or affirmation, touching the complaints in queſtion, and alſo to receive in evidence, all written teſtimony, authenticated in ſuch manner as they ſhall think proper to require or admit.

By Order of the Commiſſioners,

PETER LOHRA,

Secretary.

Commiſſioners Office, No. 109, Mulberry-reet, Philadelphia, May 17th, 1797.

20—§4w

The Commiſſioners

FOR carrying into effect the ſixth article of the treaty of amity, commerce and navigation, concluded between his Britannic majeſty and the United States of America, on the 19th day of November, 1794, having this day conſtituted their Board,—purſuant and agreeably to the ſaid treaty, do hereby give notice, that they are ready to proceed to buſineſs accordingly; and they deſire that all claims under the ſaid article (which ſo far as the ſame deſcribes the caſes thereby provided for, is hereunto annexed) may be lodged with their Secretary without delay.

They further deſire that all ſuch claims may not only ſtate in what manner the ſeveral caſes come within the deſcription of the ſaid article, but alſo ſpecially ſet forth the nature of the evidence by which the claimants reſpectively undertake to ſubſtantiate the ſame.

Extract from the ſaid article,

"Whereas it is alledged by divers Britiſh merchants, and others his majeſty's ſubjects, that debts to a conſiderable amount, which were bona fide contracted, before the peace, ſtill remain owing to them by citizens or inhabitants of the United States; and that by the operation of various lawful impediments, ſince the peace, not only the full recovery of the ſaid debts has been delayed, but alſo the value and ſecurity thereof have been in ſeveral inſtances impaired and leſſened, ſo that by the ordinary courſe of judicial proceedings, the Britiſh creditors cannot now obtain and actually have and receive full and adequate compenſation for the loſſes and damages which they have thereby ſuſtained: It is agreed that in all ſuch caſes where full compenſation for ſuch loſſes and damages cannot for whatever reaſon be actually obtained, had and received by the ſaid creditors in the ordinary courſe of juſtice, the United States will make full and complete compenſation for the ſame to the ſaid creditors: but it is diſtinctly underſtood, that this proviſion is to extend to ſuch loſſes only as have been occaſioned by the lawful impediments aforeſaid, and is not to extend to loſſes occaſioned by ſuch inſolvency of the debtors or other cauſes, as would equally have operated to produce ſuch loſs, if the ſaid impediments had not exiſted; nor to ſuch loſſes or damages as have been occaſioned by the manifeſt delay, or negligence, or wilful omiſſion of the claimant."

By order of the Board,

GRIFFITH EVANS,

Secretary.

Philadelphia, Commiſſioners' Office,
No. 3 ſouth Sixth-ſtreet, May 29,
1797. J 6—§1m

THE SUBSCRIBER having been appointed by the Envoy Extraordinary and Miniſter Plenipotentiary of his Britannic Majeſty, General Agent for aſſiſting Britiſh creditors, and ſuch particular agents as they may ſpecially authorize, in proſecuting their claims before the commiſſioners for carrying into effect the ſixth article of the *Treaty of Amity, Commerce and Navigation between his Britannic Majeſty and the United States of America*, hereby gives notice that he has opened his office at his houſe the ſouth eaſt corner of Cheſnut and fifth ſtreets, Philadelphia, where he is ready to receive all claims or inſtructions for claims with the vouchers and documents thereof, for the purpoſe of bringing forward the ſame agreeably to the rules and orders which the board may think proper to preſcribe.

And as it will be for the intereſt of all concerned, that the ſeveral claims be ſo ſtated, and ſupported, as to prevent the delay which would ariſe from the neceſſity of obtaining further information, or additional materials, from perſons reſiding at a diſtance, the general agent thinks it his duty to add, (for the direction chiefly of thoſe, who, not having employed particular agents, may leave the proſecution of their claims to his charge and management) that all ſuch claims ought in particular to ſet forth—

1ſt. The proper deſcription and ſituation of the creditor or claimant, and original debtor, reſpectively.

2d. The date or nature of the original contract or debt.

3d. When, in what manner, and to what extent, the creditor or claimant was prevented or impeded, by the proviſion, operation or defect of law, the deciſions and practice of courts, or reſtraint of execution, from recovering payment of the debt in queſtion.

4th. The loſs and damage incurred or ſuſtained, in conſequence of ſuch impediments, whether the ſame may have ariſen from the inſolvency, change of ſituation, or death of the debtor, the loſs of legal remedy from lapſe of time, or other cauſes impairing the value and ſecurity of the debt, which would not have ſo operated if ſuch impediments had not exiſted.

And 5th. The particular grounds and reaſons on which the claimant maintains, in the terms of the treaty, that "by the ordinary courſe of judicial proings, the creditor cannot now obtain and actually have and receive full and adequate compenſation" for the loſſes and damages ſo ſuſtained.

The general agent thinks it his duty further to ſuggeſt that the ſeveral claims ought to be accompanied and ſupported by the affidavits of the claimants duly ſworn and regularly atteſted, both as to the exiſtence of the debts claimed, and ſuch other circumſtances as may be within their own knowledge reſpectively. And wherever the claimants in ſtating the nature of their evidence (which muſt in every inſtance be the beſt of which the caſe is capable) have occaſion to refer to the teſtimony of witneſſes, it will be proper to appriſe the general agent of the names and places of reſidence of ſuch witneſſes and the facts to be eſtabliſhed by their teſtimony.

Wm. Moore Smith.

Philadelphia, June 8th, 1797. d1m

New-England Rum,

In Hogſheads and Barrels, for ſale by

EZEKIEL HALL.

June 7. 4t.

The Gazette.

PHILADELPHIA,

SATURDAY EVENING, JUNE 10.

Captain Merrihew, of the ſhip Mount Vernon, has favored us with the following account of the different ſpoliations committed on the trade of the United States by French privateers, which came immediately within his own knowledge during his ſtay at the port of St. John's, Porto Rico, and which can be atteſted alſo, by a number of other citizens of America, who had the misfortune to be carried in there. *Merch. Adv.*

Captured by the privateer Vengeance; the ſchr. ——, Loring Taber, maſter, belonging to Boſton, bound to Jamaica, and ſent to St. Domingo. The mate and ſeveral of the crew of ſaid ſchr. were put on ſhore at St. John's, deſtitute of every neceſſary, being plundered even of their wearing apparel, the mate took ſick a few days after and died, the expences of his interment, &c. was defrayed by the different American captains.

The ſhip Hope of Boſton, John Seward, maſter, was captured by the pilot boat Democrat, in a few hours after leaving the iſland of St. Thomas's. This veſſel was loaded with coffee and cotton at Surinam, and bound to Boſton, ſince condemned.—Capt. Seward was kept a priſoner on board the privateer Democrat, for ſix days after her arrival, and was it not for the very ſpirited exertions uſed by ſome American captains and others, he would not even then have obtained his liberty.

Captured and brought into port, and ſince condemned, the ſchr. Delight, of Penobſcott, Mark Hatch, maſter, bound from Barbadoes to ſome port in the United States, the captain and crew turned on ſhore at St. John's, deſtitute of both money and cloathes, being pillaged.

Captured and brought into port, and condemned, by the privateer Vengeance, the brig Two Siſters of Baltimore, capt. Hubbard, bound from Montſerrat to the iſland of Thomas, the captain plundered of his wearing apparel, and every other neceſſary belonging to himſelf and crew.

Captured and bro't into port, the barque Suſan of Biddeford, —— Smith, maſter, bound from St. Vincents to North Carolina. Capt. Smith and his crew turned on ſhore (though they ſolicited much, without effect, to be left in the barque) where they remained at the town of St. John's, at a very heavy expence to wait the iſſue of the barque's tryal at Guadaloupe, which finally arrived about the middle of May. Verdict of the French tribunal, cargo condemned, veſſel cleared, but the barque's regiſter, ſea letter, and all her other papers, deſtroyed, or made away with, by the captors, and the veſſel ſo much pillaged by them, as not to be in a ſtate to return to the continent.

Capt. Smith applied to Mr. Paris the French marine agent at Porto Rico, to aſſiſt him to put the barque in ſuch a condition as would enable him to return in her to Biddeford, but without any redreſs or effect; capt. Smith was therefore neceſſitated to purchaſe the American ſchooner Delight, which was condemned, in the purchaſe of which he was joined by capt. Strong, and five or ſix different captured American maſters and mates, being the only alternative they had left to return to America.

Brought into the port of St. John's by a French privateer, the mate and crew of a ſchooner belonging to Boſton, whom they turned on ſhore without a ſecond ſhirt or jacket, or a ſingle dollar in his pockets. This ſchooner, name forgotten, was owned at Boſton, and commanded by captain Dunkendorff, loaded at Tobago, and bound to Boſton—cleared.

Brought into port, by the privateer Triumphant, the brig ——, of Baltimore, John Fry, maſter, bound from Baltimore to St. Bartholomews. After ſeveral days detention, and loaded with innumerable expences, he was with difficulty cleared, but on a ſtipulated condition of entering into a written obligation, to acquit the owner and captain of the privateer from all coſts and damages.

Capt. Williams, of the ſchr. ——, belonging to Norfolk, and his people, were brought to St. John's by the privateer Vengeance, and turned on ſhore without a dollar in their pockets. They ſent the ſchooner for trial to St. Domingo, where ſhe was ſoon condemned, under a pretext of her not having either regiſter or ſea letter, which the captain of the privateer was baſe enough to deſtroy or conceal.

Taken by the privateer brig Vengeance, and ſince condemned, the ſhip William, of Portland, Robert Strong maſter, bound from St. Kitts to Portland. In a few nights after the capture of ſaid ſhip, the mate of her, and one ſailor and the cabin boy, whom the privateer permitted to remain on board, took an opportunity, while the French prize maſter and eight Frenchmen were napping, or off their guard, to riſe on them and retake the ſhip. In the conflict, which laſted a conſiderable time, the French prize-maſter and two of the Frenchmen were killed, and three others badly wounded, but unfortunately, the next day the ſhip William was met near Porto Rico and retaken by the French privateer Eagle, both from the crew and owners of privateers, the brave and intrepid American Mate and Mariner experienced every degree of cruel, unmanly and ſavage uſage diſgraceful to be related of Frenchmen,—thoſe two bold and brave fellows were ſent in a few days after to ſtand their trial before a French tribunal, to St. Domingo, in an open boat, double ironed on both legs and hands, and if report ſaid or ſpoke truth, with orders to throw them both overboard, if the boat was chaſed by an Engliſh cruiſer; the American captains and others preſented a ſpirited and humane memorial to the Spaniſh governor of Porto Rico. Don Raymundo de Caſtro,—repreſenting thoſe men as American ſubjects and praying that they might be tried by the Spaniſh laws, but to which he never deigned to return an anſwer.

Brought in by the privateer Vengeance, the ſchooner ——, Capt. Jones of Boſton, who ſold his cargo at Guadaloupe, and purchaſed a return cargo there, bound for Boſton, Captain Jones was met by an Engliſh cruiſer and carried into St. Kitts, where after trial, he was acquitted and permitted to proceed on his voyage to Boſton, but was met in a few days after by the above privateer Vengeance, and merely under the pretext of Capt. Jones being at a Britiſh iſland he was again captured, from whoſe clutches he was glad to get clear after ſeveral days detention, paying heavy port charges and other expenſes, and being plundered of all his ſtock and ſmall ſtores.

Brought in by the L'Eſpeigle privateer, and ſince condemned, the brig Nabby of Hartford, bound from Antigua to New-York loaded with rum, ſugar and coffee.

Alſo the ſloop Hannah of Milford, ſince condemned, bound to New-York loaded with ſugar and molaſſes from Martinico.

Brought in by the privateer Triumphant, the brig Ceres of Newbern, James Moore maſter, loaded with lumber for Trinidad, ſo little regard had the owner or captain of this privateer to laws, cuſtom or uſage, that they ſtripped the brig Ceres entirely of her ſhrowds and part of her running rigging and ſpars, with which they again fitted out the privateer, though the brig Ceres's condemnation had not arrived when the ſhip Mount Vernon left Porto Rico.

Brought in by a Row Boat and eight men, and one ſwivel gun; the Snow Harmony, of Kennebunk, Burnham maſter, bound from Barbadoes home, with rum; the owner of this privateer, Mons. M. Mallert ſold the cargo in a few days after, and the veſſel in about four weeks after her arrival, though no condemnation for her had yet come to hand.

Captured and brought in by the l'Eſpeigle privateer, the ſhip Kitty; belonging to Mr. Coppinger of Philadelphia, bound from the Iſle of France to ſaid port, loaded with coffee, ſugar, cotton, indigo and bale goods.

Captain M'Pherſon and Mr. Cox, the ſupercargo of the above ſhip were confined on board without even having permiſſion to converſe or ſee a ſingle individual directly or indirectly, or to correſpond with the ſhore by letter; they at length found means by the aid of Mr. Bayly an interpreter to have a ſtrong or urgent remonſtrance ſtating their grievances, drawn up, and preſented to the Governor don Raymundo de Caſtro, but to which his excellency never returned an anſwer, and finally when the iſland was beſieged by the Britiſh, they were taken from on Board the ſhip, with the crew and cloſely confined in priſon, where they yet languiſh without any proſpect of being liberated, unleſs by the interference of the executive of their country. Five ſeamen of the above ſhip Kitty, all citizens of America and with protections in their pockets, were put on board the Spaniſh frigate Juno, to be ſent to the Havannah, and treated as Engliſh priſoners of war; this extraordinary circumſtance happened on the morning of the day, on which the ſhip Mount Vernon was to ſail, therefore no time was to be loſt to reſcue thoſe poor fellows from ſuch a dreadful ſituation; a ſtrong and urgent repreſentation was made in their favour by ſome American captains and others, that they might be put on board the ſhip Mount Vernon, which was at length granted, but not until the very inſtant that the ſhip Mount Vernon was weighing anchor, when the poor fellows arrived from on board a guard boat from the Spaniſh frigate Juno.

Some days previous to the ſhip Mount Vernon leaving Porto Rico, there were thirteen American ſailors brought to the town of St. John's, under a guard of ſoldiers. from the weſt end of the iſland, and put into cloſe priſon where there were no leſs than 50 negroes confined. Thoſe men were all American citizens and had each of them a protection, being part of the crews belonging to the brig Induſtry of Boſton, Joſeph Ryder maſter, bound from Demarara to Boſton, and of the ſchooner Betſey, W. Sturges from Trinidad, and the ſhip Induſtry, Robert Oram maſter, of Portſmouth (Newhampſhire,) all taken by a privateer and carried into Cape Rook.

Five American captains being made acquainted with the dreadful ſituation that theſe poor fellows were in, cloſely confined in a ſmall cell, and the weather then extremely ſultry, preſented a remonſtrance to the governor for their liberation, which was granted, after their being confined in a loathſome priſon nine days, but on condition that they would pay the goal fees and that they ſhould take them on board their different veſſels off the Iſland.

Theſe thirteen mariners all agree in their different accounts of what Captain Merrihew heard reported before, at the town of St. Johns, that the French privateers had taken within a ſhort time ſeveral other American veſſels and brought them into the different ports of the ſouth and weſt part of the Iſland of Porto Rico. Some of the captains to the number of five or ſix as well as the crews of thoſe veſſels took their paſſage in a Daniſh barque bound to St. Croix from Cape Rooke, it being the beſt opportunity that was preſented for them to return home after loſing their veſſels.

Captain Merrihew cannot conclude his recital without mentioning a matter that has happened to him and the other American veſſels at the port of St. Johns, during the early part of the ſiege of that town, by the Britiſh, on which he will not pretend to comment, but leave it to an impartial public to draw what inference they think proper from ſo extraordinary a circumſtance.

On the fourth or fifth day of the ſiege the Britiſh brought ſeveral mortars to bear on the town, and on the ſhipping in the harbour, which of conſequence induced the ſhipping for their preſervation to remove to a greater diſtance round a point of land, in performing which as is always cuſtomary, five or ſix American veſſels then in port hoiſted their colours, to prevent the Britiſh firing or annoying them while they were thus anxiouſly employed in removing their veſſels to a place of ſafety. The neceſſity of hoiſting their American colours was evident as the French prize maſter of the American ſhip Kitty of Philapelphia was nearly inſtrumental in the loſs of the ſhip; ſhe being fired at and ſtruck by a ſhell, which went through the quarter deck, but fortunately happened to lodge in a barrel of rice, which choaked the Fuſe for the moment, until the people extinguiſhed it without doing further damage to the ſhip—but in about an hour after the captain of the port, Don Hurtado came on board the Mount Vernon, and every other American veſſel and demanded in the moſt haughty tone of language, their veſſels colours, which were not returned them until after the Britiſh abandoned the ſiege.

Subſtance of Mr. Harper's Speech on the queſtion of permitting Merchants ſhips to arm for defence in the Weſt-India trade.

Mr. Harper obſerved, that it did not ſeem to him neceſſary for members to preface their obſervations in that Houſe with accounts of themſelves, or declarations about their motives—much leſs could it be neceſſary to talk about the motives of other people. He believed that gentlemen were for the moſt part, far better known to others than to themſelves, and as for their motives, they would beſt be judged of by the nature and tendency of their actions. He would therefore, as he had alway before endeavoured to do, avoid the example of gentlemen in this reſpect, and ſhould content himſelf with ſtating his own reaſons, and endeavouring to controvert thoſe of gentlemen who oppoſed him, without ſaying any thing about his motives or theirs.

He could have wiſhed that other gentlemen had acted thus. They had however choſen to purſue a very different courſe.—They had conſtantly and loudly attributed to him and other gentlemen who thought with him, the very worſt of motives, a deſire to bring their country into war, and this in contradiction to their expreſs and repeated diſavowal of ſuch intentions. When he and gentlemen with whom he agreed, had made the moſt ſolemn aſſeverations, that it was their whole deſire to preſerve the peace of this country, in every manner conſiſtent with its true intereſts, and that they adviſed certain meaſures, becauſe they, in the beſt of their judgment, thought them beſt calculated to produce this effect; they had been repeatedly told, though not always with the ſame rudeneſs, that they were not believed. The accuſation of intending to draw the country into war, had been extended to all who differed in ſentiment with certain gentlemen, and every meaſure which they did not like, was imputed to this intention.—The charge had been extended to the Executive; and it had been ſaid both on that floor and elſewhere, that proofs of this hoſtile intention were to be found even in the pacific meaſures which he had reſolved to purſue.

On this head Mr. H. ſaid, he did not know how gentlemen were to be cured of their incredulity; how did he know whether it was deſirable that they ſhould be cured: He certainly ſhould take no further pains to do ſo. Of one thing, however, he could aſſure gentlemen—that the fear of their cenſure on his motives, or the deſire of averting it, ſhould never induce him, in any degree, to alter his conduct: It was the public good he ſought, and the public eſteem, in addition to his own, was the reward he deſired. As to the good opinion of certain gentlemen, if it came in his way he ſhould not reject it; but he could not ſay that he would go out of his way to obtain it. If, therefore, it was an effect on him they meant to produce, they might ſpare themſelves the trouble in future. If it was an effect on the public; ſtill their labours would not effect him; for he was very willing to let his motives be laid before the public, on his own ſincerity, weighed againſt the accuſations of thoſe gentlemen.

He had been led into theſe remarks, not only by the courſe conſtantly purſued by gentlemen in general, but by the aſſertion of the gentleman laſt np—from Maryland (Mr. Smith). That this motion for excepting the Weſt India trade from the prohibition to arm for defence, was *a motion for peace or war*. In this opinion he could not agree. He was perſuaded, and he ſhould endeavour to ſhew that the right of arming merchants ſhips for defence in the Weſt India trade, might be ſo regulated and reſtricted, as to become in no degree dangerous to the peace of this country.

He ſaid the right of arming for defence; for he took this to be a right inherent by the law of nations, in every neutral State. He had not, he confeſſed, made reſearches into the law of nations on this point, but the general courſe of his reading had led to this concluſion. It was alſo confirmed by hiſtory and the practice of neutral States, whoſe merchants ſhips did very frequently ſail armed in time of war. It was a natural right to carry arms for defence, as much on the water as on the land. The offence, lay in either caſe, not in the arming, but in the improper uſe of the arms. If a man on a journey ſhould carry arms for his defence againſt robbers, this would he proper; but ſhould he uſe them to rob himſelf, be becomes puniſhable as a felon—So it is at ſea.

The arms may be carried, and may be uſed properly. If uſed improperly, puniſhment enſues. This he had moreover underſtood to be the reſult of the beſt legal opinions in this country; and indeed it had not been denied.

It muſt, however, be admitted, that the abuſe of this right was far more eaſy, and far more dangerous, at ſea, than ou land: It was therefore proper to lay it under much ſtronger reſtrictions; and ſome nations had thought fit to reſtrict it altogether. Whether we ſhould do ſo in the preſent circumſtances, was the queſtion. This queſtion he would repeat, was not about the giving of a right, but about the reſtricting or taking away entirely of one which already exiſted.

When this propoſition was firſt brought forward by his colleague, it was preſented in the moſt general and abſtract form- It was "to regulate the arming of mercahnts ſhips for defence." Afterwards by the conſent of the mover it had been exp[illegible]ted differently: "To reſtrict the arming of merchants ſhips for defence, to particular caſes." A gentleman from Connecticut (Mr. Coit) had moved to amend it ſo as to read "to reſtrict the arming of merchants ſhips, &c. to the trade to the Eaſt Indies and the Mediterranean." It had then been moved to inſert before the word "Indies" the words "and Weſt" ſo as to make the propoſition ſtand "to reſtrict the arming of merchants ſhips, &c. to the trade of the Eaſt and Weſt Indies, and the Mediterranean." That was the motion then under diſcuſſion. The queſtion was whether merchants ſhips engaged in the Weſt India trade ſhould be prevented entirely from arming for defence? And this the gentleman from Maryland had declared to be a queſtion of peace or war.

But how, he would aſk, was it a queſtion of peace or war? Was it not practicable to leave the merchants poſſeſſed of this right, but under ſuch regulations and reſtrictions as would take away the danger of abuſe?—Or if abuſes ſhould happen, would ſave the nation from reſponſibility; would take away cauſe of offence from other nations; He believed it was practicable, and he ſhould now endeavour to ſhew it. The queſtion had indeed been brought forward in its abſtract form; in this form it was proper firſt to diſcuſs it. The modifications would come afterwards, when it ſhould aſſume the form of a bill. Gentlemen had complained of this mode, and called for the modifications in the firſt inſtance; but they had themſelves proved, that this mode was proper.—They had not only proved by the tenor of their oppoſition that they meant to vote againſt the meaſure under any poſſible modification; but had expreſly declared it.—One gentleman from Virginia (Mr. Giles) had even declared that he would vote againſt every propoſition on the table. Why then ſpend time in modifying a meaſure, which however modified, gentlemen were reſolved to oppoſe? The proper way was, to ſee whether it could be carried in its general form, and let the modification come afterwards. Though, however, he thought it improper to propoſe any modification at preſent, he would tell gentlemen, and endeavour to ſhew the Committee, how, in his opinion, it might be modified ſo as to ſtrip it of all its dangers.

There were, he ſaid, three kinds of trade as between us and France. There was one kind prohibited either by treaties or the law of nations, one kind in diſpute, and one kind neither prohibited nor in diſpute. To this laſt kind the right might be, and in his opinion ought to be, reſtricted. Theſe reſtrictions ſhould be expreſſed in the law, and in preciſe inſtructions, and heavy penalties, under good ſecurity, ſhould be exacted for the obſervance of theſe inſtructions. Thus as the inſtructions would be confined wholly to a trade, neither prohibited nor in diſpute, they could not be complained of; and if they were infringed, it would not be the act of the nation. The nation would have only to diſavow the act, and ſhew the inſtructions whereby it was forbidden; it then became the private act of parties, for which they were puniſhable, but the nation not bound to anſwer. This muſt be admitted by all, eſpecially by thoſe gentlemen who contend that the French Government is not accountable for the hoſtile acts in the Weſt Indies, though avowedly founded on one of their decrees, and done by their public and acknowledged agents. If, under theſe circumſtances, the French Government be not anſwerable for theſe acts, becauſe it has not eſpecially authorized them, how, he would aſk, could the American Government be accountable for acts done not only without its authority, but againſt its expreſs and public orders? For acts, which inſtead of being able to avow, ſhould it think fit, as the French Government do with reſpect to the depredations in the Weſt Indies, it would be bound to puniſh.

He would exemplify this general poſition as to the manner of modifying this meaſure, by ſome particular caſes: not in order to point out all the modifications whereof it was ſuſceptible, or to declare that he would ſupport all that he ſhonld mention; but to ſhew how it might be modified ſo as to remove every objection.

In the firſt place Britain exerciſed the right of taking the goods of her enemies if found on board of our ſhips. This France alledged was a right given to the Engliſh by our treaty with them, and that ſhe alſo had become intitled to it. She therefore declared that ſhe would take the goods of her enemies whenever ſhe could find them in our ſhips. This point we do not concede; but neither do we mean to reſiſt the right by force. We intend to negociate, and perhaps to yield it if found expedient. It would therefore be improper, and contrary to the ſpirit of this negociation to permit our veſſels to arm in this trade; and conſequently every veſſel which ſhall take on board goods the property of the enemies of France muſt be prevented from arming. Every veſſel before ſhe arms muſt give ſufficient proof that ſhe has no ſuch goods on board, and ſufficient ſecurity not to take them.

So alſo as to contraband about which there is a point in diſpute between us and France which we mean to ſettle by negociation.—The French treaty limits the contraband liſt. In the Britiſh it is more extended, and the French declare that they will extend it in the ſame manner. Here is a diſpute which like the former, we mean to ſettle if poſſible by negociation. We muſt not therefore permit our citizens to conteſt it by arms; and accordingly no veſſel ſhould be permitted to arm without proving that ſhe had none of thoſe articles on board, and giving ſecurity to take noue. If ſhe did ſo, it would be contrary to her inſtructions & at her own riſk. The bonds would be forfeited, the act diſapproved, and the nation ſaved from all reſponſibility.

The ſame obſervations, he ſaid, would apply to the caſe of a place blockaded or beſieged. By the Laws of Nations proviſions could not be carried to a blockaded or beſieged place. What would conſtitute a ſiege or blockade was a queſtion of the Law of Nations; but the exiſtence of the ſiege or blockade muſt in the firſt inſtance be notified to neutrals by the party forming it. It could be known in no other manner: for the neutrals muſt be well acquainted with the circumſtances, and the beſieged party would not teſtify againſt themſelves- Indeed aceſs could not be had to them, and of courſe their opinion could not be known. The beſiegers muſt therefore make the declaration in the firſt inſtance, and neutrals muſt believe it. Whether falſe or true becomes afterwards a queſtion in the Courts of Admiralty which the French authority there has declared to be in this ſtate. The truth of this declaration will be a matter of controverſy when any of our veſſels ſhall be taken in the attempt to enter thoſe ports peaceably: but in the mean time they muſt not be allowed to attempt to enter by force. They muſt be prohibited in the ſame manner as if the place were declared by the commander of a ſquadron to be in a ſtate of blocade. At leaſt, Mr. Harper ſaid, this appeared to him to be proper according to this preſent view of the point. He might hereafter think otherwiſe for his mind was not fully made up. But proper or not, which was watter of future confideration, it was certainly practicable, and if done would ſave the government from any reſponſibility: and that was ſufficient for the preſent purpoſe.

Theſe modifications, Mr. Harper ſaid, and as many more as might be thought neceſſary, it would be practicable to introduce into a bill. The proviſions of this bill would be digeſted into a ſett of inſtructions; and owners of veſſels applying for permiſſion to arm defenſively, would be obliged to conform to the law, and to give large bonds with ſufficient ſecurity for conforming to the inſtructions. Reſolves by way of indictment might alſo be added for maſters of veſſels who ſhould contravene the inſtructions. If they ſhould ſtill be contravened, the government would have nothing to do but diſavow the act, ſhew the inſtructions, and ſay to the other nation, "puniſh theſe perſons if you can catch them, they have diſobeyed our orders, and if they come here we will puniſh them, In the mean time we will forfeit their bonds:" and thus all juſtifiable cauſe of offence would be taken away.

He ſaid "juſtifiable cauſe of offence" becauſe it was and always would be impoſſible to take away pretexts of war from a nation that has reſolved on it. Such pretexts it was well known from the hiſtory of all nations and ages, had never been wanting when one power was reſolved to attack another. All that could be done by a ſtate deſirous of peace was to avoid real cauſe of offence, juſtifiable cauſe of quarrel. This muſt be our conduct. We muſt avoid juſtifiable ground of complaint and offence: this would be done by the meaſures recommended; and we could do no more. If France were ſo determined on a quarrel as to attack us under ſo flimzy a pretence, ſhe would find others were we to deprive her of this. War we ſhould have, if war was her deſire; and the only poſſible chance of avoiding it, would be by letting her ſee that it was not her intereſt. Mr. Harper was not afraid to pronounce the word war. He was neither afraid of the thing, nor alarmed at the ſound; and he could conceive eaſily of circumſtances in which all the intereſts of this country would call for war. Thoſe circumſtances he did not believe now to exiſt. He believed they might be averted; and that to adopt this meaſure would ſtrongly tend to produce that effect. Much had been ſaid about a clamor of war which had on former occaſions been raiſed. If ſuch a clamour had been raiſed the juſtice would be done him to acknowledge that he had never aſſiſted it. He had never reſorted to the alarm of war. It was an event which he had never apprehended, nor did he now apprehend it. It was an event always poſſible, and for which every country ought to be prepared; and this conſtant ſtate of preparation was the beſt means of averting it; which was not to be done by temporizing meaſures- A country which acts juſtly towards others, and ſhews a deſire of peace, and at the ſame time a reſolution to defend itſelf, will always be the moſt ſafe from injury and aggreſſion.

GAZETTE MARINE LIST.

Port of Philadelphia.

ARRIVED.		DAYS.
Ship Goddeſs of Plenty, Churnſide,	Port au Prince	19
Brig Sally, Doſſon,	Cape Nichola Mole	16
Iſabella & Ann, Hampton,	Aux Cayes	32
Eliza, Arnold,	Charleſton	10
Lurana, Morris,	N. Carolina	8
Adamant, Whirling.	Windſor, N. S.	15
Schr. Suſannah. Carſon,	Barbadoes	24
Samuel, Carſon,	Barbadoes	24
Yateman, Crane.	Cape Nichola Mole	23
Andrew, Caſſin,	Ditto	16
Minerva, Dill,	Baltimore	8
Hancock Horton,	Providence	7
Sloop Driver, Brent,	Cape Nichola Mole	16
Betſey, King,	Alexandria	5

CLEARED.	
Ship Bacchus, George,	London
Harey, Ehrenſtroom,	Havannah
Brig Enterprize, Langdon,	Kingſton, Jamaica
Adelaide, Minns,	Baltimore
George, Waite,	N. Carolina
Schr. Richmond, Thomas,	Norfolk
Polly Hall, Chandler,	Waſhington N. C.
Liſbon, Drummond,	Norfolk
Sloop Morning Star, Welden,	Foley Landing

Captain Hampton was boarded by French and Britiſh Cruiſers, who after examination diſmiſſed him—the former expreſſed regret that he was not from a Britiſh port.

Port of BALTIMORE.

ARRIVED.	
Ship Abigal, Pettes,	Weſt-Indies
Schr. Experiment, Jones,	do.
Betſy and Patſy, Durkee,	do.
Victory, Jones,	do.
Thomas, Knap,	do.
Mary, Thompſon,	do.
Rachel, Williams,	do.
Sloop Jane, Brown,	Philadelphia

NEW-YORK, June 9.

ARRIVED.		*Days.*
Brig Diadem, Collin,	Havannah	19
Schr. Rochelle, Swift,	N. Carolina	7
Polly, Shaw,	Savannah	11
Sloop Betſey, Conklin,	N. Providence	12

BALTIMORE, June 6.

The brig Fanny, of Baltimore, captain Richard Fiſher, from St. Thomas to Cape-Francois, was captured the 1ſt May by a Britiſh 74 gun ſhip, and ſent into the Mole, the cargo which was flour, hoiſted out, every barrel bored and the crew interrogated ſeparately; after which capt. Fiſher had permiſſion given him either to ſell at the Mole or to proceed under convoy to any other Britiſh port; flour at the Mole would only bring 7 dollars per barrel, of courſe captain Fiſher proceeded to Jeremie, where flour was ſo plenty that it would not ſell at any price. Captain Fiſher mentions that one convoy of 9 and another of 8 American prizes had been ſent down to Jamaica, and that there appeared to be a determination to capture all American veſſels bound to or from French ports.

The Schooner William of Baltimore, capt. Francis Smithwick, on her paſſage home from Jacquemel, was captured on the 8th May, by the Hind letter of Marque, and ſent into Jeremie, the captain detained as a priſoner; and the ſchooner ſent down with two others to Jamaica under convoy. Captain Smithwik writes that a convoy with nine American prizes had ſailed a few days before for Jamaica, and that report ſaid orders were given to ſend thither all American veſſels bound or from French ports as good prizes.

The Gazette.

PHILADELPHIA,

SATURDAY EVENING, JUNE 10, 1797.

MR. FENNO,

I cannot agree with your correſpondent, that the circular Letter publiſhed in your paper of yeſterday, is the production of one of the under doorkeepers of Congreſs—Their talents however moderate, are certainly ſuperior to ſuch a performance, and I will be bold to ſay, they are no admirers of the NEW PHILOSOPHY. For my own part, I do not heſitate to pronounce, that this Curioſity as you have juſtly named it, is the lawful bantling of one of thoſe excluſive Patriots, who, whilſt they affect diſpleaſure at a few harſh truths openly told to their patrons in the newſpapers, are underhandedly circulating among their immediate conſtituents, the moſt unfounded calumnies againſt the friends of the Government. The alluſion to the late preſentment of the Grand Jury in Virginia plainly indicates the quarter from whence this elegant and candid epiſtle originated.

NO CIRCULAR LETTER WRITER.

To THOMAS PAINE, by a Gentleman of Buck's County, Pennſylvania.

Say, infidel wretch! canſt thou ſurvey,
Yon globe of fire, that gives the golden day?
The harmonious ſtructure of this vaſt machine,
And not confeſs its Architect divine?
Then go, vain monſter! tho' deathleſs be thy ſoul
Go ſwell the riot and exhauſt the bowl,
Plunge into vice, Humanity reſign,
Go fill the ſty, and briſtle into ſwine.

Yeſterday a man in Southwark, a ſhoemaker, ſtabbed another man in the belly, in ſuch manner that he died immediately.—They were both from Ireland—The offender was committed to jail.

About three weeks ſince, a Negro, being dunned by another, the Debtor ſtruck his Creditor over the head with a loaded whip, and killed him on the ſpot. The murderer was committed to jail.

Died lately in England, Miſs ADDISON, the only daughter of the celebrated Mr. Addiſon, by the then Counteſs of Warwick; ſhe was buried at Bilton, near Rugby, in the county of Warwick. Many years ſince ſhe made her laſt will in favour of the third ſon of lord Bradford, who now comes in for her eſtate. There are left at her late houſe at Bilton, where ſhe died, ſeveral portraits of Mr. Addiſon and his friends, and his library, which it is preſumed contains many valuable books and manuſcripts.

CONGRESS.

HOUSE OF REPRESENTATIVES.

FRIDAY, JUNE 9.

A member from Maſſachuſetts (Mr. BULLOCK) appeared, was qualified and took his ſeat.

The bill to prevent Americans from privateering under a foreign flag, underwent a trifling amendment and paſſed.

Mr. BLOUNT laid on the table a reſolution, to requeſt the Preſident to cauſe to be laid before the Houſe an account of the arms belonging to the United States.

Mr. THATCHER moved that when the Houſe adjourn they adjourn till Monday.—Negatived.

Mr. NICHOLAS moved that for the remainder of the ſeſſion the Houſe do meet at 10 o'clock.—Negatived 37 to 45.

The Houſe then went into a committee of the whole on the ſtate of the union, Mr. DENT in the chair.

Mr. DAYTON brought forward the amendment to Mr. Smith's 5th reſolution of which he gave notice yeſterday, viz. that merchantmen ſhould be *authorized to arm under certain regulations*, &c. If the reſolution, he obſerved, as it now ſtood, viz. *to reſtrict the arming*, &c. ſhould carry, a bill be brought in, and that bill fall through either in the Houſe or Senate, it would eſtabliſh a general principle, that the merchants have a right to arm. This was a dangerous principle and might involve us in difficulties; under this impreſſion he declared he ſhould not vote for the reſolution unleſs this amendment prevailed.

Mr. DANA conceived, that the ſuggeſtion of the gentleman laſt up, went, by implication, to a cenſure of the conduct of the Preſident, who, without a law, had authoriſed the arming of veſſels bound to the Eaſt Indies and the Mediterranean.

Mr. DAYTON was of opinion that the reverſe of what the laſt member had ſtated was the fair induction. By ſaying now that the right of arming ought to be reſtricted to the caſes of the Mediterranean and Weſt Indies, the Houſe in fact approved the conduct of the Executive in this reſpect.

Mr. VENABLE expreſſed himſelf of the opinion of the member laſt up.

The amendment of Mr. Dayton was carried, 51 members riſing in the affirmative.

Mr. SMITH (Ch.) ſaid he underſtood the words "authoriſed," &c. not as giving the right to the merchants, which he ſtill inſiſted they had without, but as recognizing the right, as treaties often recognize particular points of the laws of nations, which they cannot be ſaid to eſtabliſh.

Mr. OTIS conceived the reſolution, as it now ſtood, narrowed the ground of lawful defence too much. We have ſome commerce with Africa and the north-weſt coaſt of America, that requires ſome protection againſt pirates, whereas the reſolution extended only to veſſels bound to the Eaſt Indies or Mediterranean.

A queſtion was put on the reſolution as amended, and it was loſt 37 to 45.

Mr. BLOUNT offered reſolutions to the following effect:

Reſolved, that proviſion ought to be made by law to place 80,000 of the militia of the United States, in equal proportion from the ſeveral ſtates, in requiſition.

Reſolved, that proviſion be made to authoriſe the purchaſe of thouſand ſtand of arms to be depoſited in the ſeveral ſtates in proportion to the number of white inhabitants in each.

Mr. Blount thought that a well organized ſyſtem of internal defence was all that was required at the preſent criſis.

Mr. SMITH (S. C.) had ſome doubts whether as he waved his reſolutions 3 and 4 to bring forward the 5th, that being diſpoſed of, the 3d and 4th ſhould not come under conſideration prior to thoſe of Mr. Blount.

The Chairman declared Mr. Blount's regularly before the committee..

Mr. HARPER declared he ſhould vote for theſe reſolutions as *part* of the ſyſtem of defence.

Mr. BLOUNT did not care whether they were voted for as a part of the ſyſtem or the whole, provided they were carried. It had been ſaid by the member from S. C. who brought forward the ſtring of reſolutions, on a former occaſion, that thoſe who were againſt his propoſitions were unwilling to place the country in a ſtate of defence. But he believed the ſuggeſtion was perfectly unfounded. For his own part he was as willing to place the country in a ſtate of defence as any member, but he differed from ſome about the means. The reſolutions he bro't forward, in his opinion, took in the proper means, and if they were adopted, he conceived the Houſe would have done their duty. He was againſt thoſe means of defence, which hazarded our peace, and might be a bar in the way of an accommodation.

Mr. SMITH (S. C.) ſaid he ſhould not oppoſe the propoſitions of the gentleman from North Carolina; but they appeared to him calculated to do little or no good. The principal object of the call of Congreſs he conceived to be to take meaſures for the protection of our commerce, and of courſe of our revenue which depended on it; this could not be effected by thoſe reſolutions. They could, however, do no harm—would occaſion no expence or trouble but that of paſſing them into laws; they would require no additional revenue, but they afforded no remedy to the evils complained of. Thoſe meaſures which could afford efficient defence he was ſorry to ſay were oppoſed on the beaten ground of expence. For his part, when the ſecurity of his country's commerce and revenue required that expence, he ſhould not fear to meet the effect of the diſagreeable ſenſations which an addition to the public burdens generally produced.

Mr. THATCHER ſaid, that tho' attached to France and French principles, he did not ſee why we ſhould adopt the French language altogether; he objected to the words "ſtate of requiſition" in the reſolution, and ſuggeſted whether the words "hold in readineſs," would not anſwer as well.

Mr. BLOUNT conceived the objection of a very trifling nature. The word had been repeatedly uſed by the old Congreſs. But he ſuppoſed the gentleman from Maſſachuſetts, by his remark, meant to inſinuate that he might be one of that French faction, which had been ſo often talked of, for having uſed, what he choſe to imagine was a term borrowed from the French.

Mr. THATCHER obſerved, that he had ſaid nothing about a French faction, or of the members belonging to it—*but a guilty conſcience needs no accuſer*.

Mr. BLOUNT ſaid with warmth, that no man, in no place, ſhould caſt upon him ſuch an inſinuation with impunity.

The chairman called to order.

Mr. LYON ſaid he ſuppoſed, that if the gentleman from Maſſachuſetts could be convinced that "requiſition" was good Engliſh, he would have no objection to it.

The Journals of the houſe, for '94 were recurred to, and Mr. Blount agreed to modify his reſolution, ſo as to read in the words of a reſolution of the houſe then adopted. The reſolution is in ſubſtance as follows:—

Reſolved, That the Preſident of the United States be authoriſed to call on the Executives of the ſeveral States, to take meaſures to organize, and hold in readineſs 80,000 militia including officers and privates to be apportioned among the ſeveral States in proportion to their number of white inhabitants, viz.

For Georgia (*blank.*)
North Carolina (*blank*) &c.

The reſolution was then adopted. The ſecond reſolution offered by Mr. BLOUNT, after ſome converſation was withdrawn.

Mr. SMITH'S (Ch.) 3d reſolution which was originally to authoriſe the purchaſe of frigates and ſloops of war; and which he had modified ſo as only to empower the Preſident, if he judged proper, to purchaſe veſſels for the protection of our trade, came under conſideration of the committee.

Mr. VARNUM objected to the reſolution on conſtitutional grounds. Congreſs by the conſtitution are authoriſed to provide for and maintain a navy; but had no right to make over a diſcretion to do this to the Executive; their powers were not transferable.

Mr. SMITH (S. C.) could not believe the objection ſerious. Though by the conſtitution Congreſs are to provide a navy; yet ſurely they can authoriſe the Preſident and give him means for providing it. Congreſs alone are authoriſed to borrow money; ſhall they not be at liberty to direct the Executive to obtain a loan, or muſt they go in a body to Holland to make the bargain. Something muſt be entruſted to the Executive or in time of danger the country could not be defended. The Houſe did not appear of opinion, that the country was now in ſuch a ſtate as to require any additional armament; but circumſtances might turn up during the receſs to demand it; it was therefore expedient to veſt this power of procuring a few ſmall veſſels or gallies in the Preſident, to be uſed if circumſtances in his opinion required it.

Mr. VARNUM conceived, that the queſtion, whether a navy was wanted or not, was veſted by the conſtitution in the legiſlature. If they thought an additional naval force neceſſary, they paſſed a law for the purpoſe, then the Executive came in to carry the law into effect; but it was not to be left to his diſcretion to determine the policy of encreaſing the naval force.

Mr. SMITH (M.) underſtood that a bill on ground ſimilar to that of the reſolution was before the Senate; he therefore wiſhed the committee to riſe, and wait for its coming down.

Mr. NICHOLAS objected to veſting the diſcretionary power in the Executive as clearly contrary to the ſpirit of the conſtitution, which ſhould not be departed from without a caſe of extreme neceſſity. This was not ſuch a caſe. The reſolution propoſe to leave it to the Preſident to ſay whether the veſſels contemplated were neceſſary; now he has already ſaid in his ſpeech that they are; if the queſtion of expediency be referred back to him, as the Houſe knows his opinion, it is tantamount to telling him, to make the purchaſe; yet many gentlemen had allowed that preſent circumſtances did not require this purchaſe. Beſides, the reſolution did not define how this force was to be uſed. He propoſed a modification.

Mr. SMITH (Ch.) agreed to the modification, which was to inſert in the reſolution, the words "if circumſtances ſhould hereafter ariſe, to render the ſame neceſſary for the defence of the ſea coaſt."

Mr MCDOWELL obſerved, that the Preſident had already given it as his opinion that ſuch a purchaſe ſhould be made. But the Houſe are in poſſeſſion no doubt of every information on which the Preſident had founded his opinion, and, he conceived, they ought to expreſs their own. For his own part he ſaw no new information, which urged the propriety of this purchaſe, which made it more proper than it was two or three years ago. He was againſt the reſolution as modified.

Mr. J. WILLIAMS ſaid the Houſe muſt adjourn of courſe, and during their receſs circumſtances might ariſe to make the purchaſe adviſeable. He wiſhed the reſolution to correſpond with that adopted in 1794; then we ſhould give offence to none.

Mr. SWANWICK objected to the reſolution as modified.

Mr. HARPER conceived that gentlemen miſtook the object of the reſolution. It did not ſay that preſent circumſtances required the purchaſe; but that future may. If diſcretionary power was not veſted in the Executive in caſe circumſtances ariſe to make additional force neceſſary, all that the Executive could do would be to call the legiſlature together; and this would not be effectual from the time required for this operation.

Mr. MCDOWELL again ſpoke againſt the reſolution. Eight or ten veſſels, would only be ſufficient to protect our coaſting trade; and the danger to it was not ſo imminent, nor the value of it ſo conſiderable as to authoriſe the expence of ſuch an armament.

Mr. GALLATIN agreed, that the reſolution as modified was leſs objectionable than before: But he was againſt it even in its preſent ſhape. The reſolution as it now ſtood confined the operation of the propoſed armament to the ſea coaſt; but this did not give him a clear idea of its object. Was it to prevent actual invaſion on the coaſt? The force then was inſufficient. Was it to protect our veſſels within the juriſdiction of the United States, within nine miles of the coaſt? This object was not worth the expence; we have ſuffered but little from depredations within our juriſdiction. Was it to protect our coaſting trade and other veſſels near our coaſt? Then it was to act as convoys; this ſeemed to be the idea of the gentleman from S. Carolina, and there was reaſon to preſume it was that of the Executive, and hre they were at iſſue. The gentleman from S. Carolina, fortified with the opinion of the Attorney General, had contended, that an American veſſel provided with regular ſea letters, &c. having exhibited them, might reſiſt if attempted to be captured by the French, and he preſumed this was the opinion of the Executive. He could not coincide in this opinion; but ſetting this difference of opinion aſide, was the Houſe ready in the preſent ſtate of things to give the Executive the means of enforcing it. While negotiations were in train for an accommodation of differences, was it prudent to provide the means for meaſures, which he ſhould not merely term irritating, but which went to actual hoſtility.

It was ſaid, that the means were only lodged in the hands of the Executive to be proviſionally uſed; that he is only to uſe them if circumſtances ſhould ariſe *hereafter* to make it adviſeable. But the Preſident has already declared he now thinks it adviſeable; of courſe the ſmalleſt additional circumſtances will authorize him, will make it his duty, conſiſtently with the opinion he has expreſſed, to uſe the means. This propoſed armament would not be wanted for the protection of our coaſt againſt the Weſt India privateers. They will not come here in any numbers from the nature of their armament? thoſe who do come will be the large veſſels, with regular commiſſions for the ſake of making captures, not of plundering. He ſaw no reaſon to expect much depredation on our coaſt; the bill lately paſſed preventing the exportation of ammunition, &c. will go towards leſſening the danger. He concluded by mentioning the ſituation of our finances as not of a nature to warrant expence of problematical or not indiſpenſable utility. Our expence equals our revenues; and in 1801 the deferred debt will require an annual ſum of 1,200,000 dollars.

Mr. Nicholas declared himſelf in favour of the reſolution, if the operation of the contemplated armament was was to be confined to our bays and harbours, and within our juriſdiction.

Mr. Smith S. Carolina, Brooks, Craik, Harper and Otis, ſpoke in favour of the reſolution: Meſſrs. Giles, Swanwick and Gallatin againſt it.

Mr. Milledge wiſhed the contemplated armament to conſiſt of Galleys only.

Mr. Parker wiſhed "Galleys or other veſſels."

Mr. Smith S. C. modified it agreeably to the wiſh of the member laſt up..

Mr. Gallatin moved to add a proviſion that theſe veſſels ſo employed ſhould be ſtationed within the United States.

After ſome debate on this amendment, the uſual hour of adjournment being paſt, a motion was made for the Committee's riſing, and negatived 43 to 42, the Chairman declaring in the negative.

The amendment of Mr. Gallatin was loſt 38 to 49, and the reſolution as modified carried, 51 riſing in the affirmative.

The reſolution as adopted by the Committee, is in ſubſtance as follows: *Reſolved*, That proviſion be made by law to authorize the Preſident of the United States, ſhould circumſtances hereafter make it neceſſary, to purchaſe galleys or other veſſels for the defence of the United States.

This reſolution and that before agreed to, were reported to the Houſe, and ordered to lie on the table. Adjourned.

By this day's Mail.

BOSTON, June 6

FROM CADIZ.

Capt. Butler, from Cadiz, which he left April 6, informs, that the Spaniſh fleet were lying at that port. The Santiſſima Trinidada, had arrived, in a very ſhattered condition. Engliſh cruizers were very frequently off Cadiz, chacing Spaniſh veſſels quite under the forts. The French Government, had adviſed *the Spaniſh to puniſh ſeverely the officers of the fleet defeated by the Engliſh;* and requeſted *the annulling of an order which permitted the importation of certain Engliſh merchandize in neutral veſſels.—The latter* reſpectful *reqriſition was complied with.*

NEW-YORK, June 9.

Yeſterday arrived here from N. Providence the ſloop Betſey, Conklin of New York, with brig Harmony, of Portſmouth, New Hampſhire, which ſhe took off the Bahama Banks, a brig of 300tons, which with her cargo being but a little damaged, valued at 80,000 dollars—She left the Havanna ſome days before—She had 7 feet water in her hold—boats and looſe ſails, with her crew gone.

Ship Sally and Betſey, of New York capt. Hubald ſailed the 7th of May from Montego Bay, Jamaica, was captnred by the privateer Heroine, of 12 guns, bound to New-York.

Sailed from Jamaica under convoy of the ſhip Suffolk, Capt. White of this port—

Schooner Sally, Thurſton, of and for New York. Brig Democrat, Latham, bound to Norfolk. Ship Britannia, Beel, of Boſton, bound to Charleſton; all of which are convoyed ſafe to their reſpective deſtined ports.

WASHINGTON LOTTERY, No. II.

LIST OF PRIZES AND BLANKS.

94th day's drawing, May 27.

No.	*Dols.*	*No.*	*Dols.*	*No.*	*Dols.*	*No.*	*Dols.*
48		8902	10	20880	10	35507	
351	10	9116	10	895		36150	
366		249	10	21440		360	10
388		666	10	831	10	682	10
476		788		875	10	702	10
963		858		23379		856	10
1023	20	10140	10	452	10	37640	
049	10	476		561		847	
130		719		632		983	
158		11039	20	24366		38330	
165		541		592	10	866	
283		658		893		39090	
523		12075	10	25441		595	10
551	10	411		506		40102	
884		13022	10	541		41051	10
2043		833		26319		151	
277		14169		521		875	
991		15340		27750		42076	
3225	10	433		789		201	
616	10	549		28436	10	202	10
910	10	609	10	835	10	422	
931		610		29139		488	
952	10	638		841	10	867	
4658		16442	10	30424		928	
969		705	10	481		972	10
5010		17175	10	585	10	43530	
224		373	10	646		44253	
796		622		693		918	10
836		918		31036		45686	
6065		18102		052		722	
422		530		111	10	46260	10
683		823	10	203	10	47825	10
750	10	964		941		841	
7028	10	19289		32038		933	
180		380		33310	10	48295	
453	10	977		492		945	
8325		20403		34740	10		
442		711		35400			

95th day's drawing—May 29.

No.	*Dols.*	*No.*	*Dols.*	*No.*	*Dols.*	*No.*	*Dols.*
2196	10	13325	10	28295		40772	
3801		989		502		817	
846	10	14579	25	564		41424	
4255		15030		581		971	
852		533		29289		42473	
5315	10	17806		418		869	20
640		18574	10	685		43520	
957		19286		30019	10	656	
6737		20191		173		679	
7212		419		576		850	10
690		595		690	10	44774	
8095		21235		31041	10	819	10
660		22185	10	32710	10	755	10
9096	10	581		33011	10	855	
504		23047		709		905	10
10107		092	20	34003		46292	10
708	10	24976		35546		47518	10
11621		25623		36061		586	10
622		26022		504		703	
713	10	067		903		48139	
953		075		37692		378	
12197	20	146	10	38425		532	
436	20	503	10	39673	10	722	
473		935		40703	10	49077	
13078		28104		735	50	160	

PRICES OF STOCKS.

6 per Cent. 16/10
Deferred 6 per Cent. 13/à 13/3
5½ per Cent.
4½ per Cent.
3 per Cent. 10/4

BANK SHARES.

Bank United States, 17 per cent. advance.
Pennſylvania, 27
North America, 50

INSURANCE COMPANY SHARES.

I. C. of N. A. 50 per cent. advance.
Pennſylvania, 3

LAILSON'S CIRCUS;

South Fifth-Street.

The Public are reſpectfully informed that The Performances at the NEW CIRCUS, THIS EVENING, June 10, Will begin by a Grand Parade of Equeſtrian Performers of both ſexes.

A grand diſplay of Horſemanſhip;

By Meſſrs. Langley, Herman, C. Vandevelde, Nicholas Corré, Sully, (the Clown) and Lailſon. Mr. SULLY, in the character of Clown, will perform a variety of Comic Feats.

Mr. LAILSON will perform ſeveral curious and aſtoniſhing exerciſes, which he will not undertake to enumerate, in order to ſurpriz the ſpectators; his aim being to pleaſe:—and nothing ſhall be neglected to render the exerciſes worthy the attention of the amateurs of this new art.

THE TAYLOR AND HIS HORSE;
A comic ſcene on Horſeback, by Mr. M'Donald.

The Pedeſtal;
A beautiful Equeſtrian Statue, by Mr. Lailſon's favorite Princeſs.

This evening's entertainment will conclude by a new pantomime, called

Harlequin Triumphant;
Or, the POWER of MAGIC.

In which will be introduced ſome ſelect ſcenes from other pantomimes performed this ſeaſon.

Tueſday June 13th, the 2d repreſentation of Pierre de Provence.

JAMES DAVENPORT

RESPECTFULLY informs the Citizens of the United States that he will make Machines for Spinning Hemp, Flax, Tow, Cotton, Wool, manufacturing Twines, and weaving, by water, on the moſt reaſonable Terms.

A Manufactory on this principle, he flatters himſelf will meet with very general patronage, as the Machines will be made and delivered, completely furniſhed, *per* Spindle or Piece; nor will any charge be made for his Patent Rights, but Liberty will be given to the Purchaſer to uſe them; the great inconvenience of employing Workmen in the erection of them will be avoided, and the perſon wiſhing to extend them will be able exactly to calculate the expence. He engages to ſet them to work, and alſo inſtruct or cauſe to be inſtructed, any perſon or perſons, in any part of the Union, who may purchaſe theſe Machines, in their principles and method of erection, ſuch purchaſers paying traveling expences.

For terms, application may be made at No. 74, Market Street, Philadelphia.

June 10 *3t.

PUBLIC NOTICE

IS hereby given to thoſe perſons, holding notes of the ſubſcriber, that he will renew the ſame, payable in ſix years, with legal intereſt from the date hereof; and that notes will be given as above to all, who may have open accounts legally authenticated.

TIMOTHY MOUNTFORD.
No. 294, S. Second Street.
Philadelphia, June 10, 1797. 3t.

For Sale,

AN ELEGANT AND VERY COMMODIOUS

Three-ſtory brick Houſe,

And Lot of Ground thereunto belonging,

IN Arch, above Seventh-ſtreet, being a high, pleaſant ſituation and good neighbourhood. The ſaid Houſe is twenty-ſix feet in front by 48 feet in depth with a piazza twenty feet in depth, and a ſtory kitchen and pantries 31 feet in depth, in the piazza there is a commodious ſtair caſe and mahogany railing, and there is alſo a back ſtair caſe; ſaid houſe is finiſhed in a complete and modern ſtile, with marble chimney pieces, ſtucco cornices, mahogany doors, &c. The ſaid lot is 38 1-2 feet in breadth, about 300 feet in depth, and has two fronts; on ſaid lot is a large brick coach houſe and ſtable, well finiſhed, and plaiſtered, a pump of good water in the yard, and about the premiſes there are many conveniencies too tedious to enumerate.

The above property will be ſold clear of all incumbrances, and the terms of payment made eaſy to the purchaſer.

For further information apply to
JOHN ELLIOTT CRESSON,
No. 144, South Second-ſtreet.
June 9. *fmw2w*

Samuel & Miers Fiſher,

No. 27, Dock-ſtreet,

Have juſt received per Abigail, Babcock, from BELFAST,

IRISH Cambricks, in boxes of 40 pieces and 80 patches, each ſorted up to 9ſ ſterling per yard.

They have alſo received
7-8 & 4-4 Iriſh Linens well aſſorted
Dowlas and Sheetings,
which will be ſold for ready money, or ſhort credit, on moderate terms; together with a general aſſortment of Spring Goods as uſual.—*Alſo,*
Hunter's Pipes in boxes
An aſſortment of Queens' Ware in crates
An aſſortment of Glaſs Ware in caſks and crates
T. Crowley, Millington, Steel
Cargo & London particular Teneriffe Wines
Liſbon Wine of excellent quality
Superior Sherry Wines
Patent Sheathing paper.
A few ſmall bales fine Cloths neatly aſſorted, and two bales aſſorted Flannels, to be ſold per package.

June 9. 3taw 6w

COTTON.

A few bales juſt arrived, for ſale by
JOHN CLARK,
No. 55 North Water Street.
June 10. eotf.

PIANO FORTE.

LONGMAN & BRODERIP's

ROYAL patent Piano Forte with a green board, an excellent toned inſtrument. For ſale at Mr. Salters, No. 56, S. Fourth Street.

June 10. d1w.

WANTED,

A PARTNER in the Sugar Refining buſineſs, a perſon who can furniſh from two to three thouſand pounds, immediately—the houſe and utenſils in complete order. By addreſſing a line to A. B. or calling at the office of the American Daily Advertiſer, may be further informed. June 10. 1t.

STICKNEY'S PATENT ARCH BRIDGE.

ANY perſon deſirous of information reſpecting this new conſtruction, may obtain it without delay by application pr. letter, or otherwiſe, to John Stickney, merchant of Worceſter, (Maſſachuſetts) who will make known the many advantages ariſing from this manner of building, and upon application he will either vend a patent right, or attend perſonally to ſuperintend the building of any bridge required.

June 10, 1797. *eo2w.

Propoſals

For carrying MAILS of the United States on the following Poſt Roads, will be received at the General Poſt-Office, in Philadelphia, until the 31ſt day of July next, incluſive.

MAINE.

1. From Brewer's or Scoodic by Machias, Chandler's river and Columbia, to Narraguagus once a week.

Leave Brewer's every Saturday at 2 P M, and arrive at Narraguagus the next Tueſday by 6 P M.—*Returning*, leave Narraguagus every Wedneſday at 6 A M, and arrive at Brewer's the next Saturday by 10 A M.

2. From Narraguagus by Gouldſborough, Sullivan, Trenton, Bluehill, Cuſtine, Penobſcot, Buckſton, Frankfort, Proſpect and Belfaſt to Duck-Trap once a week.

Leave Narraguagus every Wedneſday by 6 A M. and arrive at Duck Trap the next Saturday by 10 A M. *Returning*. Leave Duck Trap every Saturday by 2 P M and arrive at Narraguagus the next Tueſday by 6 P M.

3. From Duck Trap by Camden, Thomaſton, Warren, Waldoborough, Newcaſtle, Wiſcaſſet, Bath, Brunſwick, Freeport and North Yarmouth to Portland once a week.

Leave Duck Trap every Saturday by 2 P M, and arrive at Portland the next Tueſday by 6 P M. *Returning*. Leave Portland every Wedneſday by 6 A M, and arrive at Duck Trap the next Saturday by 10 A M.

4. From Portland by Biddeford, Welles and York, to Portſmouth.

April 15 to October 15. Leave Portland every Monday, Wedneſday and Friday by 6 A M, and arrive at Portſmouth the ſame days by 6 P M. *Returning*. Leave Portſmouth every Monday, Wedneſday and Friday at 9 P M, and arrive at Portland on the next day by 6 P M.

October 15 to April 15. Leave Portland every Monday and Thurſday at 6 A M, and arrive at Portſmouth on Tueſday and Friday by 10 A M. *Returning*. Leave Portſmouth every Tueſday and Friday at 1 P M, and arrive at Portland every Wedneſday and Saturday at 5 P M.

5. From Portland by North-Yarmouth, Freeport, Brunſwick, Bath, Wiſcaſſet, Dreſden, Pittſton and Hallowell Hook to Hallowell court houſe, once a week.

Leave Portland every Friday at 8 A. M, and arrive at Hallowell court-houſe the next Saturday by 7 P M. *Returning*. Leave Hallowell court-houſe every Wedneſday by 5 A M, and arrive at Portland on Thurſday by 6 P M.

6. From Wiſcaſſet by Dreſden, Pittſton, Hallowell Hook, Hallowell court-houſe, Winthrop, Monmouth, Green, New-Glouceſter and Gray to Portland once a week.

Leave Portland every Monday by 6 A M, and arrive at Wiſcaſſet on Wedneſday noon. *Returning*. Leave Wiſcaſſet on Wedneſday at 3 P M, and arrive at Portland on Friday by 6 P M.

7. From Hallowell Hook by Vaſſalborough, Fort Halifax, Winſlow, Fairfield and Canaan to Norridgewok once a week.

Leave Hallowell Hook every Wedneſday at 11 A M, and arrive at Norridgewock on Thurſday by 6 P M. *Returning*. Leave Norridgewock on Monday at 2 P M, and arrive at Hallowell Hook on Tueſday by 6 P M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wedneſday by 8 A M, and arrive at Farmington by 6 P M. *Returning*. Leave Farmington every other Thurſday at 8 A M, and arrive at Hallowell Hook by 6 P M.

9. From Portland by Falmouth, Gorham, Buxton, Standiſh, Limerick, Parſonfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A M, and arrive at Berwick on Wedneſday by noon.

Leave Berwick every other Wedneſday at 2 P M, and arrive at Portland on Friday by 6 P M.

10. From Standiſh by Flinſtown, Fryburg academy, Conway and Tamworth to Sandwich in New Hampſhire once in two weeks.

Leave Standiſh every other Tueſday by 8 A M, and arrive at Sandwich on Wedneſday by 6 PM. *Returning*. Leave Sandwich every other Thurſday at 8 A M, and arrive at Standiſh on Friday by 6 P M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portſmouth once a week.

Leave Wells every Tueſday by 6 A M, and arrive at Portſmouth on Wedneſday by 10 A M. *Returning*. Leave Portſmouth every Wedneſday by 2 P M, and arrive at Wells next Thurſday by 6 P M.

NEW-HAMPSHIRE.

12. From Portſmouth by Dover, Rocheſter and Moultonborough to Plymouth, returning by New-Hampton, Meredith, Gilmantown, Nottingham and Durham to Portſmouth once in two weeks.

Leave Portſmouth every other Wedneſday by 8 A M, and arrive at Plymouth the next Friday by 6 P M. *Returning*. Receive the mail at Plymouth every other Saturday by 8 A M, and return to Portſmouth the next Tueſday by 4 P M.

Note. "The poſt is to go and return on this route alternately."

13. From Portſmouth by Exeter, Cheſter, Londonderry, Amherſt, Peterborough and Marlborough to Keene, once a week.

Leave Portſmouth every Thurſday by 8 A M, arrive at Exeter by one P M, at Cheſter by 6 P M, and at Keene on Saturday by 4 P M. *Returning*. Leave Keene every Monday by 8 A M, arrive at Cheſter on Tueſday by 4 P M, at Exeter on Wedneſday by 9 A M, and at Portſmouth by 4 P M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A M, arrive at Plymouth on Tueſday by 3 P M, and at Haverhill on Wedneſday by 4 P M. *Returning*. Leave Haverhill every Thurſday by 8 A M, arrive at Plymouth on Friday by 9 A M, and at Concord on Saturday by 4 P M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15, and twice a week from October 15 to April 15.

Leave Hampton falls in one hour after the arrival after the arrival of the mail from Boſton, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in ſix hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingſton, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A M, arrive at Dover on Wedneſday by noon. *Returning*. Leave Dover on Wedneſday by 3 P M, and arrive at Newburyport on Friday by 3 P M.

17. From Salem to Glouceſter once a week.

Leave Glouceſter every Wedneſday by 7 A M, and arrive at Salem by 11 A M. *Returning*. Leave Salem every Wedneſday by 1 P M, and arrive at Glouceſter by 6 P M.

Note. Should this mail be carried in a ſtage it is to be carried as often as the ſtage runs, the hours deſired to be ſtated in the propoſals.

18. From Salem to Marblehead three times a week. Leave Salem every Monday, Wedneſday, and Friday immediately after the arrival of the mail from Boſton, and deliver it at Marblehead in one hour and a half, leave Marblehead in one hour and a half and return to Salem in two hours.

19 From Boſton by Andover, Haverhill and Cheſter to Concord in New Hampſhire once a week.

Leave Concord every Monday by 6 A M, arrive at Cheſter by 2 P M, and arrive at Boſton on Tueſday by 4 P M. *Returning*. Leave Boſton every Friday by 9 A M, arrive at Cheſter on Saturday by 11 A M, and arrive at Concord on Saturday by 6 P M.

20. From Boſton by Concord, Lancaſter, Leominſter and Aſhburnham to Marlborough, Keene and Walpole in New Hampſhire.

Leave Boſton every Wedneſday and Saturday by 6 A M, and arrive at Leominſter by 7 P M.

Leave Leominſter every Thurſday by 6 A M, arrive at Keene by 9 PM, & at Walpole on Friday by 10 A M *Returning*. Leave Walpole every Saturday or Sunday by 5 A M, arrive at Keene by 9 A M, and at Leominſter in the evening. Leave Leominſter every Monday and Thurſday by 6 A M and arrive at Boſton by 6 P M.

21. From Boſton by Quincey, Hingham, Hanover, Plymouth, Sandwich, Barnſtable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week.

Leave Boſton every Thurſday by 3 P M, arrive at Sandwich on Friday by 6 P M, and at Truro the next Sunday by 6 A M. *Returning*. Leave Truro every Monday by 8 A M, arrive at Sandwich on Tueſday by 7 P M, and at Boſton on Thurſday by 10 A M.

22. From Sandwich by Falmouth and Holmes Hole to Edgartown once a week.

Leave Sandwich every Saturday by 1 P M, and arrive at Edgarton on Monday by 11 A M. *Returning*. Leave Edgarton on Monday by 2 P M, and arrive at Sandwich on Tueſday by noon.

23. From Boſton by Sharon, Manſfield, Norton and Taunton to Newport once a week.

Leave Boſton every Monday by 6 A M, and arrive at Newport by 6 P M, on Tueſday. *Returning*. Leave Newport every Wedneſday by 8 A M, and arrive at Boſton on Thurſday by 6 P M.

24. From Boſton by Charleſton, Medford, Woburn, Billerica, Chelmsford and Tyngboroegh to Amherſt once a week.

Leave Boſton every Thurſday by 10 A M, and arrive at Amherſt the next Saturday noon. *Returning*. Leave Amherſt every Monday noon, and arrive at Boſton on Wedneſday by 3 P M.

25. From Boſton by Raynham, Bridgewater, Randolph and Taunton to New Bedford.

From May 1 to November 1. Leave Boſton every Monday, wedneſday and Friday at 10 P M, arrive at Taunton the next day by 11 A M, and at New Bedford by 8 P M. *Returning*. Leave New Bedford every Sunday, Tueſday and Thurſday by 10 P M, arrive at Taunton the next day by 11 A M, and at Boſton by 8 P M.

From November 1 to May 1. Leave Boſton every wedneſday and Friday at 9 A M, arrive at Taunton by 8 P M, and at New Bedford on Thurſday & Saturday by 8 P M. Returning. Leave New Bedford every Monday and wedneſday by 9 A M. arrive at Taunton by 8 P M, and at Boſton on Tueſday and thurſday by 7 P M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and Monday by 6 A M, arrive at Nantucket in the evening. Leave Nantucket every Saturday and Tueſday by 10 A M, and arrive at New Bedford in the evening.

From May 1 to November 1. Leave New Bedford every Monday, wedneſday and Friday by 10 A M, and arrive at Nantucket in the evening. Returning. Leave Nantucket every Tueſday, Thurſday and Saturday at 8 A M, and arrive at New Bedford in the evening; winds and tide permitting.

27. From Taunton by Dighton and Somerſet to warren once a week.

Leave Taunton every wedneſday by 5 A M, and arrive at warren by 10 A M. Leave warren by 1 P M, and arrive at Taunton by 6 P M.

28. From Boſton by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From May 1 to November 1. Leave Boſton every Tueſday, Thurſday and Saturday by 10 A M, arrive at Providence by 6 P M, arrive at Norwich on wedneſday, Friday and Monday by noon, at New London by 3 P M, arrive at New Haven on Thurſday, Saturday and Tueſday by noon, at Stanſord by 9 P M, and at New York on Friday, Monday and wedneſday by noon. Returning. Leave New York every Tueſday, Thurſday and Saturday by 10 A M, arrive at New Haven on wedneſday, Friday and Monday by 2 P M, at Norwich on Thurſday, Saturday and Tueſday by noon, at Providence by 8 P M, and at Boſton on Friday, Monday and wedneſday by 1 P M.

November 1 to May 1. Leave Boſton every Tueſday, Thurſday and Saturday by 9 A M, arrive at Providence the next days by 9 A M, at New London every Thurſday, Saturday and Tueſday by noon, at New Haven on Friday, Monday and wedneſday by 3 P M, at Stratford by 8 P M, and arrive at New York on Monday, wedneſday and Friday by 11 A M. Returning. Leave New York every Saturday, Tueſday and Thurſday by 11 A M, arrive at Stratford the next days by 8 P M, at New Haven on Tueſday, Thurſday and Saturday by 9 A M, at New London on wedneſday, Friday and Monday by 3 P M, at Providence, Thurſday, Saturday and Tueſday by 4 P M, at Boſton on Friday, Monday and wedneſday by 3 P M.

29. From Boſton by Dedham, Mendon, Pomfret and Tolland to Hartford once a week.

Leave Boſton every Thurſday by 7 A M, arrive at Hartford the next Saturday by 6 P M. Returning. Leave Hartford every Monday by 8 A M, and arrive at Boſton on wedneſday by 5 P M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thurſday by 6 A M, and arrive at Newport by 4 P M. Leave Newport every Friday by 8 A M, and arrive at New Bedford by 5 P M.

31. From Worceſter by Rutland, Peterſham and Northfield to Brattleborough once a week.

Leave Worceſter every Tueſday by 1 P M. and arrive at Brattleborough on wedneſday by 6 P M. Returning. Leave Brattleborough every Thurſday by 6 A M, and arrive at Worceſter on Friday noon.

32. From Brookfield by Belchertown, Northampton, Worthington, Pittsfield and New Lebanon to Albany

Leave Brookfield every Tueſday and Friday by 9 A M, arrive at Northampton by 6 P M. Leave Northampton every wedneſday and Saturday at 5 A M, arrive at Pittsfield by 1 P M, and at Albany on Thurſday and Monday by 7 P M. Returning. Leave Albany every wedneſday and Saturday at 5 A M, arrive at Pittsfield by 5 P M, at Northampton on Thurſday and Monday by 7 P M, and arrive at Brookfield on Friday and Tueſday by 4 P M.

33. From Springfield by Weſtfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tueſday by 3 P M, arrive at Kinderhook on Thurſday by 6 P M. Returning. Leave Kinderhook every Friday by 9 A M, arrive at Stockbridge by 3 P M. Leave Stockbridge on Monday by 6 A M, and arrive at Springfield by 7 P M.

November 1 to May 1. Leave Springfield every wedneſday at 6 A M, and arrive at Kinderhook on Thurſday by 2 P M. Returning. Leave Kinderhook on Thurſday by 4 P M, arrive at Stockbridge on Friday noon. Leave Stockbridge every Tueſday at 6 A M, and arrive at Springfield by 7 P M.

34. From Suffield by Weſt Springfield, Northampton, Greenfield, Brattleborough, Weſtminſter, Walpole, Charleſtown and Windſor to Hanover twice a week.

Leave Suffield every Tueſday and Friday at A M, arrive at Northampton by 1 P M, at Walpole on Wedneſday and Saturday by 5 P M, at Windſor on Monday and Thurſday by 6 P M, and at Hanover by 7 P M. Returning. Leave Hanover every Tueſday and Friday by 6 A M, arrive at Windſor by 1 P M, at Walpole on Wedneſday and Saturday by 7 P M, and at Northampton on Thurſday and Monday by noon, and at Suffield by 7 P M.

35 From Hanover by Orford and Haverhill, to Newbury once a week.

Leave Hanover every Wedneſday by 6 A M, arrive at Haverhill by 4 P M, and at Newbury by 5 P M. Returning. Leave Newbury every Thurſday by 6 A M, arrive at Haverhill by 8 A M, and at Hanover by 6 P M.

VERMONT.

36. From Windſor, by Royalſton, Randolph, Williamſton and Montpelier to Burlington once in two weeks.

Leave Windſor every other Thurſday by 6 A M, and arrive at Burlington the next Saturday by 6 P M. Returning. Leave Burlington every other Monday by 6 A M, and arrive at Windſor on Wedneſday by 6 P M

37. From Windſor to Rutland once a week.

Leave Rutland every Monday by 7 A M, and arrive at Windſor on Tueſday by 6 P M. Returning. Leave Windſor every Wedneſday by 6 A M, and arrive at Rutland on Thurſday by 6 P M.

38. From Burlington by Vergennes and Middlebury to Rutland once a week.

Leave Burlington every Thurſday by 8 A M, and arrive at Rutland on Saturday by 6 P M. Returning. Leave Rutland every Monday by 8 A M. and arrive at Burlington on Wedneſday noon.

39 From Rutland by Mancheſter, Bennington, Lanſingburg and Troy to Albany.

Leave Rutland every Monday at 8 A M, and arrive at Albany the next Wedneſday by 6 P M. Returning. Leave Albany every Thurſday by 8 A M, and arrive at Bennington by 7 P M. Leave Bennington on Friday by 8 A M, and arrive at Rutland on Saturday by 7 P M.

RHODE-ISLAND.

40. From Providence by Briſtol and Warren to Newport.

Leave Providence every Monday, Wedneſday and Friday by 7 A M, and arrive at Newport the ſame days by 5 P M. Returning. Leave Newport every Tueſday, Thurſday and Saturday by 8 A M, and arrive at Providence by 4 P M.

41. From Providence by Eaſt Greenwich, Newport, South Kingſton, Weſterly and Stonington Point to New London once a week.

Leave Providence every Tueſday by 8 A M, and arrive at Newport by 6 P M, leave Newport every Wedneſday by 6 A M, and arrive at New London on Thurſday by noon. Returning. Leave New London on Thurſday by 3 P M, and arrive at Newport on Friday by 6 P M, leave Newport on Monday by 7 A M, and arrive at Providence by 5 P M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tueſday by 6 A M, and arrive at Norwich by 7 P M. Returning. Leave Norwich every Monday by 6 A M, and arrive at Hartford by 7 P M.

43. From Hartford by Middletown, Modus Landing and Colcheſter to New-London, once a week.

Leave Hartford every Tueſday at 1 P M, and arrive at New London on Wedneſday by 7 P M. Returning. Leave New London every Thurſday by 11 A M, and arrive at Hartford on Friday by 7 P M.

44. From Hartford by New Hartford, Canaan, Sheffield and Hillſdale to Hudſon once a week

Leave Hartford every Monday at 2 P M, and arrive at Hudſon on Wedneſday by 11 A M. Returning. Leave Hudſon every Wedneſday at 2 P M, and arrive at Hartford on Friday by 11 A M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A M, arrive at Litchfield by 7 P M, at New Milford on Tueſday by 11 A M, and at New York on Thurſday by 8 A M. Returning. Leave New York every Thurſday by 4 P M, arrive at New Milford on Saturday noon, at Litchfield by 7 P M, and at Hartford on Monday by 8 A M.

46. From New-Haven by Derby, Southbury, Woodbury, Bethlem, Litchfield and Goſhen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P M, and at New Haven on Wedneſday by 10 A M. Leave New Haven every Wedneſday by 2 P M, arrive at Litchfield on Thurſday noon, and at Canaan by 7 P M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamſton to Bennington

Leave New York every Monday, Wedneſday and Friday at 5 A M, the next Wedneſday, Friday and Monday at 6 P M. Returning. Leave Bennington every Thurſday, Saturday and Tueſday by 5 A M, and arrive at New York the next Saturday, Tueſday and Thurſday by 6 P M.

If the ſtages run but once a week on this route the mail is to leave New York every Monday at 5 A M, arrive at Bennington on Wedneſday by 6 P M. Leave Bennington on Thurſday by 5 A M, and arrive at New York on Saturday by 6 P M.

48. From New York by Yonkers, Peekſkill, Fiſhkill, Poughkeepſie, Rhinebeck, Redhook, Clermont, Hudſon, Claverac and Kinderhook, to Albany three times a week.

Leave New York every Monday, Wedneſday and Friday by 2 P M, arrive at Tarrytown by 8 P M. Leave Tarrytown every Tueſday, Thurſday and Saturday at 5 A M, arrive at Poughkeepſie by 7 P M. Leave Poughkeepſie Wedneſday, Friday and Sunday by 5 A M, arrive at Kinderhook by 7 P M. Leave Kinderhook every Thurſday, Saturday and Monday, at 5 A M, and arrive at Albany by 8 A M. Returning. Leave Albany Thurſday, Saturday and Monday by 3 P M, arrive at Kinderhook by 7 P M. Leave Kinderhook Friday, Sunday and Tueſday, at 5 A M, arrive at Poughkeepſie by 7 P M. Leave Poughkeepſie Saturday, Monday and Wedneſday, at 5 A M, arrive at Tarrytown by 7 P M. Leave Tarrytown every Sunday, Tueſday and Thurſday, at 5 A M, arrive at New York at 11 A M.

49. From Albany by Troy and Lanſingburgh, to Salem, once a week.

Leave Albany every Tueſday at 8 A M, arrive at Lanſingburgh by 10 A M, and at Salem by 4 P M. Returning. Leave Salem every Monday, by 8 A M, and arrive at Albany by 5 P M.

50. From Salem by Granville, Fairhaven, Vergennes, Baſon-Harbour, Willſboro', Peru and Plattsburgh, to Champlain-town, once in two weeks.

Leave Salem every other Wedneſday by 5 A M, and arrive at Plattſburgh the next Sunday by 5 P M. Returning. Leave Plattſburgh every other Monday at 8 A M, and arrive at Salem the next Friday by 4 P M.

51. From Lanſingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermont.

Leave Lanſingburgh every Thurſday by noon, and arrive at Rutland the next Saturday by 6 P M. Returning. Leave Rutland every Monday by noon, and arrive at Lanſingburgh on Thurſday by 10 A M.

52. From Albany by Schenectady, Tripes Hill, Conajoharry, German Flatts, Old Fort Schuyler and Whiteſtown to Rome. *The times deſired to be ſtated in the propoſals.*

53. From Schenectady by Balltown Springs and Glenſbridge to Sandy Hill once a week.

Leave Schenectady every Tueſday by 6 A M. and arrive at Sandy Hill by 4 P M. Leave Sandy Hill on Wedneſday by 6 A M, and arrive at Schenectady by 4 P M.

54. From Tripeſhill to Johnſton once a week.

Leave Tripeſhill in one hour after the mail arrives from Albany on Tueſday, arrive at Johnſton in two hours, ſtay at Johnſton two hours, and return to Tripeſhill in two hours.

55. From Conajoharry by Cherry Valley to Cooperſtown twice a week.

Leave Conajoharry every Wedneſday and Saturday at 6 A M, and arrive at Cooperſtown by 2 P M. Leave Cooperſtown every Tueſday and Friday by 10 A M, and arrive at Conajoharry by 6 P M.

56. From Cooperſtown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A M, and arrive at Cooperſtown on Wedneſday by 5 P M. Returning. Leave Cooperſtown every other Thurſday by 6 A M, and arrive at Union on Saturday by 3 P M.

57. From Old Fort Schuyler by Cincinnatus to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thurſday by 6 A M, and arrive at Oxford on Friday noon. Returning. Leave Oxford every other Friday by 2 P M, and arrive at Old Fort Schuyler on Saturday by 7 P M.

58 From Rome by to Rotterdam once in two weeks.

Leave Rome every other Thurſday by 10 A M, and arrive at Rotterdam by 6 P M. Returning. Leave Rotterdam every other Friday by 9 A M, and arrive at Rome by 6 P M.

59. From Rome by Oneida, Onondaigus, Scipio and Geneva to Kanandaigua once a week.

Leave Rome every Thurſday by 10 A M, and arrive at Kanandaigua the next Monday by 6 A M Leave Kanandaigua every Monday by 10 A M, and arrive at Rome the next Thurſday by 8 A M.

60. From Kanandaigua by Hartford to Niagara once in two weeks.

Leave Kanandaigua every other Monday by 10 A M, and arrive at Niagara the next Wedneſday by 7 P M. Returning. Leave Niagara every other Friday by 6 A M, and arrive at Kanandaigua the next Monday by 6 A M.

61. From Rhinebeck by Kingſton, Shawangunk, Wardſbridge, Goſhen, Hamburg, Newtown, Johnſonſburg and Hope, to Eaſton, once a week.

Leave Eaſton every Thurſday by 3 P M, and arrive at Rhinebeck the next Sunday by 5 P M. Returning. Leave Rhinebeck every Monday by 8 A M, and arrive at Eaſton on Thurſday by 10 A M.

62. From New York by Hackenſack, Paramus, New Antrim and Cheſter to Goſhen once a week.

Leave New York every Friday at 7 A M, and arrive at Goſhen on Saturday by 6 P M. Returning. Leave Goſhen every Tueſday at 6 A M, and arirve at New York on Wedneſday by 6 P M.

63. From Fiſhkill by Newburg and New Windſor to Goſhen once a week.

Leave Fiſhkill every Wedneſday by 7 A M, and arrive at Goſhen by 5 P M. Leave Goſhen every Tueſday at 7 A M, and arrive at Fiſhkill by 5 P M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Bridgehampton to Sagharbour once a week.

Leave New York every Thurſday at 10 A M, and arrive at Sagharbour the next Saturday by 6 P M. Leave Sagharbour every Monday at 8 A M, and arrive at New York on Wedneſday by 5 P M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wedneſday & Friday at 8 A M, and arrive at Amboy by 9 A M. Leave Amboy at noon and arrive at Woodbridge by 1 P M.

66. From Trenton by Allentown, Monmouth court-houſe, Shrewſbury, Middletown Point, Spotſwood, New Brunſwick, Somerſet, New Germanton, Pittſton and Flemington to Trenton once a week.

Leave Trenton every Tueſday by 10 A M, and return to Trenton the next Tueſday by 6 A M.

67. From Philadelphia by Taunton and Atſion to Tuckerton once in two weeks.

Leave Philadelphia every other Wedneſday by 3 P M, arrive at Tuckerton on Thurſday by 6 P M. Leave Tuckerton every other Tueſday by 6 A M, and arrive at Philadelphia on Wedneſday by 9 A M.

68. From Philadelphia by Woodbury, Swedeſborough, Woodſtown and Salem to Bridgetown once a week.

Leave Philadelphia every Wedneſday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P M. Leave Bridgetown on Saturday at 8 A M, and arrive at Philadelphia on Wedneſday at 9 A M.

69. From Philadelphia by Jenkintown, Plumſtead and Pipers by Bethlehem to Eaſton once a week.

Leave Philadelphia every Wedneſday by 10 A M, and arrive at Eaſton on Thurſday by 2 P M. Returning. Leave Eaſton every Monday at 9 A M, and arrive at Philadelphia on Tueſday by 3 P M.

70. From Plumſtead by Pipers and Alexandria to Pittſton once a week.

Leave Plumſtead every Thurſday by 5 A M, arrive at Pittſton by 11 A M. Leave Pittſton by 1 P M, and arrive at Plumſtead by 7 P M.

71. From Eaſton to Wilkeſbarre once a week.

Leave Eaſton every Thurſday by 3 P M, and arrive at Wilkeſbarre on Saturday noon. Returning. Leave Wilkeſbarre every Tueſday noon, and arrive at Eaſton every Thurſday by noon.

72. From Philadelphia by Norriſtown, Trap, Pottſgrove, Reading, Lebanon and Harriſburg to Carliſle.

October 15 to April 15. Leave Philadelphia every Tueſday and Thurſday at ſunſet, arrive at Reading every Thurſday and Saturday at 4 P M. Leave Reading every Friday at 8 A M, arrive at Carliſle every Sunday by 11 A M. Returning Leave Carliſle every Sunday by 2 P M, arrive at Reading on Tueſday by 4 P M, leave Reading every Wedneſday and Monday by 8 A M, and arrive at Philadelphia on Thurſday and Tueſday by 4 P M.

April 15, to October 15. Leave Philadelphia every Wedneſday and Friday at 8 A M, arrive at Reading on Thurſday and Saturday by 11 A M. Leave Reading every Thurſday noon, and arrive at Carliſle the next Saturday by 11 A M. Returning. Leave Carliſle every Monday noon, arrive at Reading on Tueſday by 7 P M. Leave Reading every Wedneſday and Monday at 8 A M, and arrive at Philadelphia on Thurſday and Tueſday by 9 A M

73. From Reading by Hamburg. Sunbury and Northumberland to Louiſburg once a week.

Leave Reading every Friday at 6 A M, and arrive at Louiſburg on Monday by 10 A M. Returning. Leave Louiſburg every Tueſday noon, and arrive at Reading on Thurſday by 4 P M.

74. From Harriſburg by Peterſburg, Millerſtown, Thompſontown, Mifflintown, Louiſtown, Huntingdon, Alexandria, Centre Furnace, Belle Fount, Mileſburg, Aaronſburg, Mifflinburg, Louiſburg, Northumberland, Sunbury and Halifax to Harriſburg once in two weeks.

Leave Harriſburg every Saturday by 6 A M, waiting at each poſt-office which ſhall be eſtabliſhed on the route, two hours, and return again to Harriſburg the next Monday by 8 A M.

75. From Somerſet by Connellſville to Union once a week.

Leave Somerſet every Thurſday by 5 A. M. arrive at Union by 4 P. M. Leave Union every Friday by 8 A. M. and arrive at Somerſet by 7 P. M.

76. From Pittſburg by Cannonſburg, Waſhington, Weſt Liberty and Wheeling, to the mouth of Fiſhing Creek, once a week.

Leave Pittſburg every Friday by noon, and arrive at Fiſhing Creek on Sunday by 9 A M. Returning. Leave Fiſhing Creek every Wedneſday by 4 P M, and arrive at Pittſburg the next Friday by 10 A M.

77. From Preſton by Waſhington to Cincinnati once a week.

Leave Preſton every Friday at noon, arrive at Waſhington by 8 P M, and at Cincinnati the next Monday noon. Returning. Leave Cincinnati every Tueſday at 6 A M, and arrive at Waſhington on Wedneſday by 5 P M. Leave Waſhington at 9 P M, and arrive at Preſton on Friday by 11½ A M.

From Peterſburg by City Point to Bermuda Hundred, three times a week.

Leave Peterſburg every Monday, Wedneſday and Friday by 6 A M, and arrive at Bermuda Hundred by 10 A M. Leave Bermuda Hundred by 11 A M, add arrive at Peterſburg by 3 P M, on the ſame days.

KENTUCKY.

78 From Waſhington by Springfield, Bourbon, Lexington, Frankfort and Harrodſburg to Danville once a week,

Leave Waſhington every Saturday by 8 A M, and arrive at Danville the next Monday by 5 P M. Returning. Leave Danville every Tueſday by 8 A M, and arrive at Lexington on Wedneſday noon, and at Waſhington on Thurſday by 6 P M.

79. From Danville to Louiſville by Beardſtown once in two weeks.

Leave Danville every other Tueſday by noon, arrive at Louiſville the next Thurſday by 3 P M. Returning Leave Louiſville every other Friday by 6 A M, and arrive at Danville on Saturday by 6 P M.

80. From Danville by Stamford and Cumberland Gap to Moffat's ſtore in Tenneſſee once a week.

Leave Danville every Monday at 2 P M. and arrive at Moffat's ſtore the next Thurſday by 6 P M. Leave Moffat's ſtore every Friday by 6 A M, and arrive at Danville on Monday by 10 A M.

TENNESSEE.

81. From Knoxville by South Weſt Point and Fort Blount and Craig Fort to Naſhville once in two weeks.

Leave Knoxville every other Tueſday by 8 A M, and arrive at Naſhville the next Monday by 9 A M. Returning. Leave Naſhville every other Monday by 3 P M, and arrive at Knoxville the next Saturday by 8 P M.

MARYLAND AND VIRGINIA.

82. From Baltimore by Ellicot's Lower Mills, Montgomery Court Houſe, Charleſburg, Leeſburg, Middleburg and Warrenton to Culpeper, c. H. once a week.

Leave Baltimore every Monday noon, arrive at Leeſburg on Tueſday evening, and at Culpeper Court Houſe the next Thurſday noon. Returning. Leave Culpeper Court Houſe every Friday noon and arrive at Baltimore the next Monday by 9 A M.

83. From Allen's Freſh by Ludlow's Ferry to Port Conway in Virginia once in two weeks,

Leave Allen's Freſh every other Monday by 6 A M, and arrive at Port Conway by 6 P M. Returning. Leave Port Conway every other Tueſday by 8 A M, and arrive at Allen's Freſh by 7 P M.

84. From Morgantown by Petty John to Clarkſbury once in two weeks.

Leave Morgantown every other Monday by 5 A M, and arrive at Clarkſburg by 5 P M. Returning. Leave Clarkſburg every other Tueſday by 8 A M, and arrive at Morgantown by 8 P M.

85. From Todds to King and Queen, c. H. once a week.

Leave Todds every Thurſday by 9 A M, arrive at King and Queen by 11 A M Leave King and Queen at 1 P M, and arrive at Todds by 6 P M.

86. From Halifax by Danville to Caſwell court-houſe once in two weeks.

Leave Halifax court-houſe every other Tueſday by 2 P M, arrive at Caſwell court-houſe the next Wedneſday by 6 P M. Returning. Leave Caſwell C. H. every other Thurſday by 6 A M, and arrive at Halifax court-houſe on Friday by noon.

87. From Peterſburgh by Suſſex court houſe and Southampton court houſe to South Quay, once in two weeks.

Leave Peterſburg every other Wedneſday by 6 A M and arrive at South Quay on Thurſday by 6 P M. Returning. Leave South Quay every other Monday by 6 A M and arrive at Peterſburg on Tueſday by 3 P M.

NORTH-CAROLINA, &c

88. From Newbern to Beaufort and Swanſboro' once in two weeks, the mail to go alternately.

Leave Newbern every other Thurſday by 6 A M, remain at each of the offices two hours, and return to Newbern the next

89. From Wilmington by Georgetown to Charleſton, once a week.

Leave Wilmington every Monday by 6 A M and arrive at Charleſton the next Thurſday by 10 A M. Leave Charleſton every Thurſday by 3 P M and arrive at Wilmington the next Sunday by 5 P M.

90. From Norfolk by Kempſville, Great Bridge and North Weſt River Bridge to Joneſboro', once in two weeks.

Leave Norfolk every other Wedneſday at 9 A M and arrive at Joneſboro' on Thurſday by 7 P M. Returning. Leave Joneſboro' every other Monday by 10 A M and arrive at Norfolk on Tueſday by 6 P M.

91 From North Weſt River Bridge by New Lebanon to Elizabeth city, once in two weeks.

Leave North Weſt River Bridge every other Friday by 6 A M add arrive at Elizabeth city by 6 P M. Leave Elizabeth city every other Saturday by 6 A M, and arrive at N. W. river bridge by 6 P M.

92. From Salem, N. C. by Bethania, Flower Gap Grayſoncourt-houſe and Auſtinville to Wythe court-houſe once in two weeks.

Leave Salem every other Saturday by 6 A M, and arrive at Wythe c. h. the next Mon. by 6 P M. Leave Wythe court-houſe every other Thurſday by 9 A M, and arrive at Salem the next Thurſday by 6 P M.

93 From Murfreeſboro' by South Quay to Suffolk once a week.

From Murfreeſboro' every Wedneſday by 6 A M, arrive at Suffolk by 6 P M. Returning. Leave Suffolk every Tueſday by 6 A M, and arrive at Murfreeſboro' by 6 P M.

94. From Fayetteville to Pittſburg once in two weeks.

Leave Fayetteville every other Wedneſday by 6 A M, and arrive at Pittſburg on Thurſday at 10 A M. Leave Pittſburg every other Thurſday by 2 P M, and arrive at Fayetteville on Friday by 6 P M.

GEORGIA AND SOUTH-CAROLINA.

95. From Augusta by Robinſon at the White Ponds and Gillets mills to Cooſahatchy, once a week.

Leave Auguſta every Tueſday by 8 A M and arrive at Cooſahatchy on Wedneſday by 7 P M. Returning. Leave Cooſahatchy every Sunday at 6 A M and arrive at Auguſta on Monday by 5 P M.

96. From Georgetown to Rocky Landing in Georgia, once in two weeks.

Leave Georgetown every other Monday at 6 A M, and arrive at Rocky Landing at 5 P M. Returning. Leave Rocky Landing every other Tueſday by 6 A M and arrive at Georgetown by 6 P M.

NEW JERSEY.

67. From Newtown by Hackettſtown, Morriſtown and Chatham to Newark, and from Newark back by Chatham, Morriſtown, Booneton, Rockaway and Sparta to Newtown, once a week

Leave Newtown every Thurſday by 5 A M and arrive at Newark on Friday by 10 A M. Leave Newark every Friday by 2 P M, and arrive at Newtown on Saturday by 6 P M.

Note 1. The Poſt Maſter General may alter the times of arrival and departure at any time during the continuance of the contracts, be previouſly ſtipulating an adequate compenſation for any extra expenſe that may be occaſioned thereby.

Note 2. Half an hour ſhall be allowed for opening and cloſing the Mail at all offices where no particular time is ſpecified.

Note 3. For every hour's delay (unavoidable accidents excepted) in arriving after the times preſcribed in any contract, the Contractor ſhall forfeit one dollar, and if the delay continue until the departure of any depending Mail, whereby the Mails deſtined for ſuch depending Mail, loſe a trip, an additional forfeiture of five dollars ſhall be incurred.

Note 4. Newſpapers as well as Letters are to be ſent in the Mails; and if any perſon making propoſals deſires to carry newſpapers other than thoſe conveyed in the mail, for his own emolument, he muſt ſtate in his propoſals for what ſum he will carry it with that emolument and for what ſum without that emolument.

Note 5. Should any perſon making propoſals deſire an alteration of the times of arrival and departure above ſpecified, he muſt ſtate in his propoſals the alterations deſired, and the difference they will make in the terms of his contract.

Note 6. Perſons making propoſals are deſired to ſtate their prices by the year. Thoſe who contract will receive their pay quarterly, in the months of January, April, July and October.

Note 7. The contracts are to be in operation on the firſt day of October next, and continue for four years, until the firſt of October 1801—excepting contracts for the routes No. 8, 9, 10, 31, 36, 50, 51, 57, 60, 74, 76, 77, 80, 81, 83, 84, 87, 90, 91, 92, 96—which are to continue for two years until the 1ſt of October, 1799.

JOSEPH HABERSHAM,
Poſt Maſter General.

General Poſt-Office, Philadelphia,
May 27th, 1797.
June 1. 2awtJ31

Venereal Complaints,

PUNCTUALLY attended to in every ſtage of that diſeaſe, without the uſe of mercury or reſtraint of diet, in any caſe recent and ſimple, on application at No. 113, Cheſnut-ſtreet, oppoſite the United States bank, or at No. 170, South Water-ſtreet, between Spruce and Pine-ſtreets, where he has opened an office for the better accommodation of his patients.

But in Lues Venerea confirmed, Doctor Morgan pledges himſelf, that no ſyſtem of cure (however ſpecious) can be effectual without mercury, and that all the known rules of practice for theſe two centuries paſt, and united experience affirms, that any ſubſtitute for it is but nugatory, and any mode of practice to the contrary muſt be futile and deceptious.

Nevertheleſs, he undertakes, however complicated the caſe, to effect a cure without inconvenience or injury to the patient's conſtitution, and in time not generally experienced or expected.

N B. Regular attendance at the office in Water-ſtreet, from the hour of nine o'clock in the morning until one, and from three o'clock in the evening until ſeven; but any other time at his dwelling houſe, in Cheſnut ſtreet.

May 16. dtf